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THE "CONSTITUTION."

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American Naval Heroes

1775-1812-1861-1898

BEING BIOGRAPHICAL SKETCHES OF THE
BRAVE MEN WHO HAVE GLORIFIED
THE AMERICAN NAVY BY
THEIR DEEDS OF
HEROISM

BY

JOHN HOWARD BROWN

Editor-in-Chief of the "Cyclopedia of American Biographies," Etc., Etc.

With the editorial assistance of
GERTRUDE BATTLES LANE



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THE END OF THE WORLD.

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The Author Dedicates this Book
to the
Heroes of the Forecastle
Whose Unrecorded Valor Made Possible the
Achievements of
The American Naval Heroes
Whose Deeds as Enacted on the Quarterdeck
are Recorded in this
Volume.

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THE FIRST AND THE LAST.

AMERICAN NAVAL HEROES constitute a notable galaxy of brave men who have contributed a remarkable record to the pages of American history.

The exploits and sacrifices of the sailors of 1898 add lustre to this record, and show that steel ships, breach-loading guns and steam propulsion, have in no way impaired the supremacy of American courage, skill, discipline and coolness in naval warfare. Blood and training told in 1778 and in 1898. Sails and wooden vessels and eighteen-pounder smoothbores in 1778, did not make heroes any more than did steam, and electricity, and steel armor, and rapid-fire guns in 1898. Machines cannot be made to do effective fighting unless directed by intelligence and sustained by skill and courage. Money may purchase fighting machines but money can never buy American sailors to direct the machines under any flag except the Stars and Stripes. It was John Paul Jones fighting under the American flag who vanquished the British commander of the *Cerapis*, and it was George Dewey fighting under the same flag who destroyed the Spanish fleet in Manila harbor. It is to tell over the never old story of the successive brilliant deeds of American naval heroes, from Hopkins, Dale, Jones and Barry

in 1778, to Bagley, Hobson, Schley, Sampson and Dewey in 1898, that this book is given to the world.

The history of a ship, the history of a battle, the history of an army, or the history of a navy tells the story of many lives, of many deeds, of concerted action, of cause and effect, produced by conditions planned with reference to a desired end, and wrought out by a succession of instruments called men. These men do not interest the government they represent except as they work out the result sought to be accomplished. The individuality is lost in the machinery of science. Each man is a cog in the great wheel; he fits a place, and if he does his duty the machine moves and does its work. If he is a coward or a traitor the ring of a pistol in the hand of his superior drops him out, and another man supplies his place. If the man stands heroically at his post, doing his duty to the last, and then falls by the bullet of the enemy, a companion is ready to be the cog, and without a moment's delay the machinery moves on. So history can be written and the story of the American Navy can be told impersonally. The ship, or the fleet, or the nation is the hero, if ships, or fleets, or nations are ever heroic.

But such a narrative does not fire the imagination, excite sympathy, or make others willing and anxious to become admirals, captains, boatswains, engineers, stokers or powder-monkeys. It is not the admiral, but Farragut and Porter and Dewey. It is not the commodore, but Paul Jones and Biddle and Perry and



Schley. It is not the captain, but Dale and Truxton and Cushing and Hobson. It is not the officer or rank, but the man, the individual, the name, that lives. Thus it is that a story is woven around a person. A battle is the victory of one man, the defeat of another. A naval fight is a Jones, and not a battered and sinking *Bon Homme Richard*; a Dewey, and not a bloodless decked *Olympia*.

This is why we have chosen to tell the stories of men and to make a record of their acts which the student of history may easily weave into narrative, and the narrative into history. We make a record of personal daring prompted by a noble motive in behalf of a good cause. It is personality directed by intelligence and subservient to discipline. Our stories have to do with the men, and what they did, and how they took advantage of their opportunities to conquer an enemy, to prevent a defeat, to carry out a command, to obey an order unquestioning and thus perchance to gain immortality as heroes. The individual glorifies his work, and if true to duty is glorified by it.

This book illuminates history by painting the portraits that make up the gallery of heroes. Its succession of biographies is not only a history of the American navy, but the stirring story of brave deeds that created American heroes. It is a noble roll-call from first to last. We have omitted many names, not that they do not deserve a place, but that no one book can hold a record of them all.



Esek Hopkins

AMERICAN NAVAL HEROES.

I.

THE BEGINNING OF A NAVY.

The Continental army had been placed under the command of General Washington, who had established his headquarters at Cambridge, Mass. The battles of Lexington and Bunker Hill had been fought, and the first blood shed in freedom's cause had become the seed of an American republic. The colonists who made up the American army were rebels to the British crown, but patriots in the cause of freedom.

In Boston harbor was assembled a formidable fleet of English ships of war, all well manned, and the city was occupied by an army of 13,600 English soldiers. Supporting these was this naval force of over 1,000 marines manning a fleet which comprised the *Boyne*, 64 guns; *Preston*, 50 guns; *Scarborough*, 20 guns; *Summit*, 64 guns; *Cerberus*, 36 guns; *Glasgow*, 24 guns; *Lively*, 20 guns, and the *Falcon* and *Symmetry*, with 18 9-pounders each; besides the usual barges and smaller craft that make up a well-equipped naval squadron. Of these the swiftest cruisers were kept busy along the coast from Falmouth to New London, pillaging the towns to supply the English army with provisions. Gloucester, Bristol and Falmouth had

been sacked, and when the inhabitants, forced to give up their stores of provisions, refused to surrender their arms, the towns were bombarded and burned. This conduct outraged public sentiment, and retributive measures were instituted by the colonists. The Provincial Congress of Massachusetts appointed a naval board and proposed to fit out six swift sailing schooners as cruisers. Rhode Island and Connecticut each fitted out two similar schooners to protect their coasts.

Washington readily encouraged these efforts, and saw in the movement a possibility of providing a most pressing need of his army—a supply of arms and ammunition. He had notified the Continental Congress of this need and had urged the immediate necessity for help. His letter stated: “I am in great want of powder, lead, mortars—indeed most sorts of military stores.”

The manufacture of gunpowder in the colonies was limited to the few rudely constructed powder-houses located in out-of-the-way places, and amounted to an annual product that did not meet the demand in times of peace, the bulk of the supply being obtained from Europe. At Bunker Hill the American soldiers had soon exhausted their supply of powder and shot. Scraps of iron and lead had served as substitutes for bullets, and were defiantly hurled against the advancing enemy with the last charge of powder in their horns, ere the men fell back, permitting the English troops to intrench themselves on the battle-field.

Each incoming English vessel was heavily laden with arms, ammunition and commissary stores for the use of the army. To appropriate these supplies to meet the needs of the Provincial troops was the motive that gave birth to the first Continental navy.

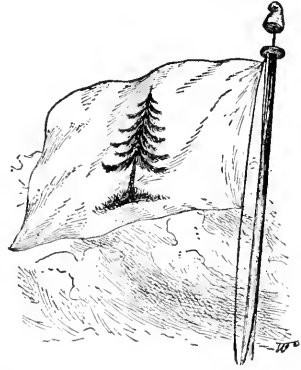
New England was at this time rich in bold and hardy men who since boyhood had followed the sea in the merchant-marine and fishing service. Their largest vessels were but small schooners and sloops, but they were celebrated for their speed, as were their skippers for the skill with which they handled them.

The war had called into the army many of the ablest of these seamen who never dreamed of the possibility of serving the cause of independence on the sea. In the docks at Salem, Gloucester, Marblehead, Beverly and Plymouth the crafts were idle from the absence of their owners and crews, the trade having been closed by the war.

Washington directed Colonel James Glover and Muster-Master-General Moyland of the Continental army to co-operate with the Board of Admiralty appointed by the Congress of Massachusetts, and the *Lynch* and the *Franklin* were fitted with an armament of four 4-pounders and ten swivel guns each. They were manned by fifty men, drafted mostly from the army. To their commanders were issued letters of marque and reprisal. The cruisers were supplied from the stores of the army with twenty rounds of ammunition for each gun — all that could possibly be

spared. These two small crafts set out under the command of Captain Ezekiel Broughton, of Marblehead, who received the first naval commission issued by the Continental Congress. It was signed by George Washington as its agent.

The *Hancock*, the *Lee*, and the *Warren* rapidly followed under Captains Manley, Coit, and Adams. These vessels all sailed under the pine-tree flag. This flag was of white bunting, on which was painted a green pine-tree, and upon the reverse the motto, "Appeal to Heaven."



Washington established at Plymouth the first American navy-yard, where the schooner *Harrison* and the brigantine *Washington* were fitted out. The *Washington* was the first ambitious product of the American navy. She mounted ten carriage-guns, which had been brought by wagons and boats from Bristol, R. I. Her commander, Captain Martindale, undertook to equip her as a man-of-war. General Washington discouraged the undertaking and deplored the delay caused by the ambition of her commander. At this time he defined his policy as to the use of the infant navy, which was to seize incoming merchantmen laden with stores intended for the use of the English army, rather than to engage in sea-fights with British men-of-war.

Before Congress had time to respond to the appeal of the commander-in-chief for munitions of war, and just as he had the discouraging news of the capture of the *Washington* by a British frigate but a few hours after leaving Plymouth, news came from Cape Ann of the arrival of Captain Manley with the *Lee*, having in convoy the British brigantine *Nancy*, with 2,000 muskets and bayonets, 31 tons of musket shot, 3,000 cannon-balls for 12-pounders, 8,000 fuzees, 50 carcasses adapted to firing buildings in besieged towns, and one 13-inch mortar, besides a large supply of gunpowder and stores.

This news gave great joy to the discouraged army at Cambridge, and the patriots turned out in a body to help unload the prize. Captain Manley had supplied the very articles enumerated by General Washington in his letter to Congress, and in conveying to that body the good news, the commander-in-chief added, addressing the president: "I sincerely congratulate you, sir, on this great acquisition; it more than repays all that has been spent in fitting out the squadron."

The captured mortar was placed in the artillery park at Cambridge, and General Washington named it "Congress."

Captain Manley did not long remain idle, but followed up his success by bringing in three other valuable prizes in less than a week. For these services he received from Congress a place on the list of

Continental captains, and was given command of a frigate. The *Lynch* and *Franklin* returned about this time with well-laden prizes, and Captain Broughton shared with Manley the honors of the naval successes. The *Harrison*, Captain Coit, also gave a good account of her first cruise, having captured and brought into port a valuable cargo.

Early in 1775 the enterprising shipowners of Rhode Island, seeing the possibility of a market for large quantities of gunpowder in the colonies, had loaded two vessels with rum at Newport and despatched them to the coast of Africa where the rum was exchanged with the garrisons of the British forts along the coast for gunpowder. The thrifty Yankee skipper drove so close a bargain with the garrisons that they obtained the very last ounce of powder in their magazines. This supply, added to that captured by the navy, soon enabled Washington to begin offensive movements.

In February, 1776, the navy was reorganized—if it could be said to have been organized before—and Captain Manley was made Commodore of the fleet, which was made up of the *Hancock* as flagship; the *Warren*, Captain Burke; the *Lynch*, Captain Ayres; and the *Harrison*, Captain Dyer. After the British had evacuated Boston the *Franklin* passed to the command of Captain James Mugford, of Marblehead, who had been a seaman from his boyhood. On his first voyage he captured the British ship *Hope* just

outside the harbor of Boston and within sight of the English squadron anchored there. When the *Hope* was brought to, and Captain Mugford and his boarding party reached the deck, the English captain ordered his sailors to cut the topsail halliards, hoping in this way to delay the progress of the vessel and enable the British squadron to recapture her. Following this command came Mugford's stern and determined threat to cut down the first man who undertook to carry out the order. The British officers and men did not move, and the ship was safely brought into Boston with her cargo of 1,500 barrels of gunpowder. A few days afterward Captain Mugford in running out of the harbor accidentally grounded the *Franklin*, and the English squadron sent out boats to capture her. On their attempting to board, the English seamen were met with Yankee cutlasses, and many a poor fellow left his hands on the *Franklin*, while his body dropped into the sea. The brave Mugford was in the hottest of the fight until a bullet from the enemy pierced his body. Turning to his lieutenant he said, "I am a dead man; do not give up the vessel; you will be able to beat them off." He fell back lifeless, but the remaining officers and crew saved the ship.

The exploits of Captains Broughton, Manley, Adams, Coit, Chew, Waters and Mugford became the chief topics of public interest in the colonies, and the story of their valor even reached England. Wash-

ington's army had been placed on a war-footing through the successes of the new navy, and the results accomplished by so small a fleet caused the enemy no little concern. The colonies were really in earnest and England saw that if these Yankee pirates, as they termed them, were not checked, the ocean would soon swarm with their little swift-sailing crafts and a complete embargo would be placed on commerce.

Shipowners and consignees known to be in sympathy with the cause of the colonists were protected by the new government, and their vessels and cargoes released, but the property of loyalists and all goods contraband of war were confiscated and sold, the government sharing the prize-money with the officers and crews.

In the Continental Congress the chief supporters of the movement towards establishing an efficient navy were John Adams, justly called the "Father of the American Navy", Stephen Hopkins, Silas Dean, and Robert Morris, all members of the Marine Committee.

In the fall of 1795 Congress fitted out the *Lexington* and the *Providence*, followed by the *Alfred* and the *Columbus*. They also purchased the *Andrea Doria* and the *Cabot*. These constituted the first Continental navy. Its armament was as follows: the *Lexington*, Captain John Barry, 16 guns; the *Alfred*, Captain Saltonstall, 24 guns; the *Columbus*, Captain Whipple, 16 guns; the *Andrea Doria*, Captain Nich-

olas Biddle, 14 guns; and the *Cabot*, Captain John B. Hopkins, 14 guns. At this time the British navy ruled the sea, and comprised 100 line-of-battle ships, 150 frigates, and 300 smaller vessels. Before the end of the Revolutionary war she had 250,000 trained seamen in her service. Their line-of-battle ships were immense structures, with from two to four gun-decks and carrying 64 to 100 guns. The frigates had but one deck, and carried an additional battery on the spar deck. They served as scouts or outposts. The smaller vessels called "brig-ships" and "sloop-ships," were square rigged with two and three masts, and carried 20 guns.

England could at this time have sung her afterward famous boasting song so popular in 1874-'80:

"We don't want to fight, but by *jingo* if we do,
We've got the ships, we've got the men, we've got the money too."

It became a question of considerable moment with Congress as to the selection of a commander-in-chief for the American navy. Nicholas Biddle, a young midshipman who had seen much service in the Royal navy, and had resigned when the colonists declared war to give his services to his country, was the only skilled officer available who had seen actual service. The Board of Admiralty thought him too young, as he was at the time scarcely twenty-five. As the navy needed money as well as trained officers, the choice for commander-in-chief fell upon Esek Hopkins, a

brother of Stephen Hopkins, who was a member of the board, one of the few wealthy delegates to the Continental Congress and the oldest signer of the Declaration of Independence except Benjamin Franklin.

As this selection and the subsequent difficulties that arose between the naval committee of the Continental Congress and Admiral Hopkins gave rise to much discussion, we will tell the story guided by the letters and other data preserved by the family and by the Rhode Island Historical Society.

II.

ESEK HOPKINS.

“The fame of the first admiral of the American Navy has suffered an eclipse almost total, while other men who were materially helped to do what they did through his exertions, have filled much larger places in the Naval history of the Revolution.”—*Robert Grievé in New England Magazine.*

Esek Hopkins was born in Chopmist, Scituate, R. I., April 26, 1718. He was the son of William Hopkins, a farmer, and the great-grandson of Thomas Hopkins, one of the original proprietors of Providence Plantations, who had followed Roger Williams from England about 1640.

Esek's brother William was a sea captain and did some privateering during the French and Spanish wars, and another brother, Stephen, was governor of Rhode Island, chief justice, delegate to the Continental Congress and a signer of the Declaration of Independence. Thus, Esek belonged to one of the most distinguished families of Rhode Island. He gained a superior education for his time and environment and like all ambitious boys of his day, saw no way to promotion except through sea service. Inspired by his brother William's example, he shipped early in life, gaining some experience as a sailor. Notwithstanding this experience he shipped in 1738 as a “raw hand” on a vessel bound for Surinam and before long became commander of the craft. His fame as a sailor and

marine navigator extended along the entire coast, as did his renown as a trader. He was not forty years of age when he commanded a fleet of seventeen vessels owned by the Hopkins family, and while one war after another robbed him of his profits and of many of his ships, he took advantage of the tide in the affairs of government to make good every loss, and was credited with an ample fortune gained by trading and privateering. On November 28, 1741, he was married to Desire, daughter of Ezekiel Burroughs, a leading merchant of Newport, Rhode Island. At this period Newport was a far more important seaport than either Boston or New York. The place had a population of 7000 who lived by following the sea, and with the rich merchantmen of the French and Spanish to prey upon, and with skippers, bold and able as seamen and brave and ready in boarding a prize, it is no wonder that in 1745 more than twenty rich prizes were brought into the harbor. The operations of many of the Newport merchants were little less than piracy, and the right of the stronger to capture the weaker overruled any question of nationality, when a rich prize was in sight. This freebooting practice of the sea-faring residents of Newport did not extend to other walks of life nor did it infect all sea captains. Some drew the line rigidly between lawful privateering and indiscriminate freebooting, and Captain Esek Hopkins was one of these. In 1755 he removed to Providence and purchased a farm upon which he resided during the remainder of

his life. He represented Providence in the general assembly from October, 1762, to May, 1764.

When the Seven Years' War began, the year after his removal to Providence, he fitted out one of his vessels as a privateer and went upon a cruise, taking command of the vessel. He named his first prize *Desire*, after his wife. He continued in the business during the whole period of the war, training during this time many of the men who were the chief officers of the future United States navy, including Abraham Whipple. He was acquainted with naval warfare, had visited nearly every port in the world, had excellent executive ability, and knew men thoroughly. These attributes and experiences marked him as a leader, and when the first necessities of the war of the American Revolution pointed to the formation of a navy as the only way to provide for a defence, the Continental Congress turned to him for advice and help, as did the citizens, apprehensive that their shores might soon be visited by the same fleet that had captured Newport and bombarded and burned Falmouth, Maine, and the smaller towns along the coast of New England.

Under his direction land-batteries were erected and manned, and when on August 22, 1775, two British ships approached within a few miles of the town, they prudently withdrew. He built a floating battery, prepared five fire-ships, and arranged a boom and chain ready to stretch across the mouth of the harbor. This

work was done under the authority of the town, and defensive operations were not resumed by the colony till October, when the British fleet in Newport harbor had increased by four newly arrived ships and the British commander, Captain Wallace, had called upon the farmers of the islands to supply them with livestock on pain of having it seized. In this emergency the colonists united and the recess committee of the General Assembly appointed Esek Hopkins Commander-in-Chief of the Colonial forces, with William West as second in command. He at once called out the militia and with this force of six hundred men he marched toward Newport and encamped on the green at Middleton.

This determined act of resistance by the colonists brought on negotiations with the British commander, and General Hopkins advised the recess committee to agree to furnish the British fleet with provisions on condition that they spare the city of Newport from the torch, the colonists promising not to enter the place if the men on board the British ships were not disembarked. This settled, General Hopkins erected coast defences at Pawtuxet, Field's Point, Fort Hill, East Providence and elsewhere. These preparations for defence pointed out to the Continental Congress the need of a navy to prevent depredations on commerce and on the cities along the coast.

Before Congress acted, the General Assembly of Rhode Island on August 26, 1775, passed a resolution

asking for the protection of their commerce from the British. The petition was presented on October 5th, and on October 13th Congress ordered one vessel, followed on October 30th by an order for a second. Congress also appointed Silas Deane, John Adams, Stephen Hopkins, John Langdon, Joseph Hewes and Richard Henry Lee, a Marine Committee, empowered to build a navy. On December 13, 1775, upon the report of the Marine Committee, Congress authorized the construction of thirteen vessels of war to cost \$866,666.66. It also unanimously selected Esek Hopkins as Commander-in-Chief of the navy, the same rank held by Washington in the army.

He was addressed as "Admiral" by Congress and by the Marine Committee, but he was familiarly known by the title of "Commodore." He resigned from his military command, held under authority of the recess committee of the General Assembly of Rhode Island, and fitting out the sloop *Katie*, commanded by Abraham Whipple, he enlisted one hundred men for the naval service and with this force proceeded to Philadelphia. He there refitted eight merchantmen, converting them into war ships with an armament of



110 guns, and had the little armada ready early in January, 1776. His vessels were, ships: *Alfred*, flagship, 24 guns, Dudley Saltonstall commanding, John Paul Jones second in command; *Columbus*, 20 guns, Abraham Whipple commanding; brigs: *Andrea Doria*, 14 guns, Nicholas Biddle commanding; *Cabot*, 14 guns, John B. Hopkins, son of the admiral, commanding; sloops: *Providence*, formerly *Katie*, 12 guns, Captain Hazzard commanding; *Hornet*, 10 guns; *Wasp*, 8 guns; and *Fly*, tender, 8 guns.



Maclay in his *History of the Navy* thus describes the reception of Admiral Hopkins on board his fleet: "At nine o'clock on a clear frosty morning in January he stepped into his barge at the foot of Walnut street, Philadelphia, and amid the discharge of artillery and the cheers of the multitude he made his way through the floating ice to his flagship, the *Alfred*. When he gained the deck Captain Dudley Saltonstall gave the signal and First Lieutenant John Paul Jones hoisted a yellow silk flag bearing the device of a pine tree and a rattlesnake with the motto, 'Don't tread on me.' This was the first flag hoisted on an American man-of-war." The fleet made its way slowly through the ice to the Capes of the Delaware and left the Capes behind

February 17, 1776, after being delayed by the ice for over a month.

Lord Dunmore had been raiding the seaport towns of the southern colonies with a considerable fleet, and it was Admiral Hopkins's plan to sail to the relief of the colonists. He found the harbors defended by detachments from this fleet, driven into port by the storm, and without means of knowing the strength of the enemy, he dared not attack. To add to his disappointment the crews of four of his vessels fell sick. So he decided to sail to the Bahamas and there organize against New Providence on the Island of Nassau and seize the guns and ammunition stored there.

He landed two hundred marines under Captain Nicholas, and fifty sailors under Lieutenant Weaver, and took possession of the smaller fort without opposition. He issued a manifesto to the inhabitants declaring his purpose to seize the powder and warlike supplies belonging to the crown, but not to interfere with the persons or property remaining passive during his occupation of the island. Thereupon the inhabitants deserted the larger fort and the governor delivered the keys of the magazine to Captain Nicholas. They despoiled the fort of 88 cannon, 9 to 36-pounders; 15 mortars, 4 to 11 inch; 5,458 shells, 11,000 round shot and 15 barrels of gunpowder, the governor having the day before shipped 150 barrels of gunpowder to Boston in a small sloop. The Admiral borrowed a larger sloop which he promised to return,

and on it loaded as much of his valuable spoils, so necessary to the colonies, as could not be carried by the other vessels of the fleet. He took as prisoners Lieutenant-Governor Montfort Brown and Thomas Arwin, inspector-general of customs in North America.

When he left the port of New Providence his progress was necessarily slow, as all his vessels were heavily laden. They reached Long Island Sound from the east on April 4, 1776, and that day fell in with the British schooner *Hawke*, 6 guns and eight swivels, commanded by Captain Wallace, son of Commodore Wallace in command of the British fleet in Newport harbor. Admiral Hopkins easily captured the schooner and the next day also took the *Bolton*, a British bomb-brig, 8 guns and 2 swivels or howitzers, and manned by a crew of 48 men.

His fleet, from which the *Hornet* and *Wasp* had strayed shortly after they had left the Capes, now consisted of six armed vessels and the store-sloop. Proceeding up the Sound they encountered on the 6th of April a strange ship, which gave out, when hailed by the small vessel in advance, an answering broadside and successively engaged the *Cabot*, the *Alfred*, the *Andrea Doria* and the *Columbus*. The conflict lasted for three hours, ten Americans being killed and a number seriously wounded including Captain John B. Hopkins of the *Cabot*. The *Columbus*, Captain Whipple, was the last to engage the stranger, which proved to be the British frigate *Glasgow*, 24

guns. Her tender was captured but she escaped into Newport harbor. The Admiral not deeming it prudent to follow her into the harbor, which was defended by the fleet of Commodore Wallace, on the 8th put into New London. The news of this first naval exploit was received with joy by the colonists. The battery and ammunition captured were much needed, and the prowess of the American seamen had not been found wanting in their first sea fight. The disappointment at not capturing the British frigate was all that prevented the fullest expression of approval of the deeds of the American admiral, but Congress, through John Hancock, its president, who wrote from Philadelphia on April 17, 1776, congratulated the Admiral on the outcome of the expedition.

The facts that he had fought the *Glasgow* in the dead of night, with his ships overloaded with spoils, encumbered with two prizes and a transport, and after a long voyage, with many of the men sick, were very good reasons for want of entire success. If they had followed up the retreating frigate into Newport harbor, they would have been met by the fleet of Commodore Wallace and undoubtedly would have been captured. Captain Whipple was criticised for not closing in with the *Glasgow*, and he demanded a court-martial which was held on board the *Alfred* at New London on May 6th. He proved that to do so was impossible, owing to the want of wind. Captain Hazzard of the *Providence* was cashiered for disobedience of orders, and

this, the first example in the line of discipline in the American navy, had a salutary effect and was the seed of the chief distinguishing characteristic of the American sailor — obedience to orders without question.

The calamity of the escape of the *Glasgow* overshadowed the glory won at New Providence and in the capture of the other prizes, and the outbreak of small-pox which placed over two hundred on the sick list, in addition to the unusual number of sick during the voyage, so handicapped the new Commander-in-Chief that he was obliged to appeal to General Washington for new men to take the places of the invalids.

The British fleet left Newport, and Admiral Hopkins, on receiving two hundred soldiers from the army at New York to re-man his fleet, sailed for Providence, R. I., April 24, 1776. Here the malignant fever still held sway and over one hundred were on the sick list. Washington, meanwhile, had asked for the return of his soldiers who were sent back by the sloop *Providence*, Lieutenant John Paul Jones commanding.

Admiral Hopkins had planned to prepare his fleet for a three months' cruise, but continued sickness, the recall of the soldiers, and the unwillingness of raw recruits to enlist on fever-infected ships, upset his plan. Besides these discouragements, the authorization of privateering by the Continental Congress, March 18, 1776, had added another barrier to the progress of building up a navy. Enterprising shipping merchants were offering extraordinary inducements in the way of

wages and prize money to seamen, and Congress had established a rate of wages and a share in prize money much less than the owners of the privateers were offering. Admiral Hopkins found himself deserted by all the able-bodied seamen of New England and his ships remained unmanned. The owners of privateers then concerted to bring the navy into further disrepute by misrepresenting the condition of affairs to Congress, and they practically succeeded by intrigue and political influence to block for the time the efforts of Admiral Hopkins. They were inspired by self-interest to keep the government ships off the sea, as by their heavier armament they would naturally capture the more valuable prizes which otherwise would fall to the privateers.

In the spring of 1776 two of the thirteen frigates authorized by Congress and appointed to Rhode Island were built at Providence. The *Warren*, 132 feet long and 35 feet beam, was given to Old Neptune May 14th, and the *Providence*, 124 feet long, 34 feet beam was launched on the 24th of the same month. The contract for building these ships had been given to the leading merchants and ship-owners of the port, who constituted a committee appointed by the Marine Board. The delay in getting them ready was charged to the committee on the ground that they had used the men employed on the frigates to work upon their own privateers, and in a letter to John Hancock, president of the Marine Committee, dated March 18, 1777,

a year after the frigates were completed, Admiral Hopkins declared that the two vessels had cost twice their contract price, "owing to some of the very committee that built the ships taking the workingmen and the stock agreed for, to fit their privateers, and even threatening the workmen if they did not work for them." That these charges were made upon good authority and that Admiral Hopkins could abundantly substantiate them, is proven by the records contained in the Hopkins papers preserved in the Rhode Island Historical Society library at Providence.

The men charged with these unpatriotic and selfish acts were Admiral Hopkins's friends and neighbors who had shared with him the profits from privateering in the Seven Years' War. He might easily have joined them in the peculations and gained a share in the profits had he been false to his duty as a commissioned officer of the Continental government, and his very honesty seems to have secured his official downfall.

At his request Congress passed, on October 27, 1776, the resolution providing that privateers could not fly pennants without the permission of Continental commanders, and requesting them to show due respect to Continental vessels on penalty of loss of commission. When, however, he asked that power be given to Continental commanders not only to take deserters from the regular naval service found on board of privateers, but to take as well, by way of discipline,

the rest of the men, Congress denied the request.

The cannon captured at New Providence were denied for the use of the navy and were transported to New York and Philadelphia for the use of the army, and when Governor Trumbull of Connecticut would not deliver them up, Admiral Hopkins wrote him to do so, as it would "have no other bad effect but on me, who had better suffer than the community." In June, Admiral Hopkins was summoned to Philadelphia to answer for "breach of orders" and he appeared before the Marine Committee with Dudley Saltonstall and Abraham Whipple, his two ranking captains. He left the fleet at Providence, not in commission, in command of Captain Nicholas Biddle. The captains were acquitted, but Hopkins's case was referred to Congress and that body on August 15th resolved: "that Commodore Hopkins, during his cruise to the southward, did not pay due regard to the tenor of his instructions, whereby he was expressly directed to annoy the enemy's ships upon the coast of the southern states, and that his reason for not going from New Providence immediately to the Carolinas are by no means satisfactory;" and the following day resolved: "that the said conduct of Commodore Hopkins deserves the censure of this House and this House does accordingly censure him." John Adams who ably defended him prevented his immediate discharge from the service, and on August 19th it was ordered: "that he proceed to Rhode Island and resume command of the fleet."

On August 22nd the Marine Committee instructed him to dispatch the *Alfred*, the *Columbus*, the *Cabot* and the *Hampden* to the coast of Newfoundland to capture merchantmen bound for the gulf of St. Lawrence and to destroy the British fisheries. President Hancock authorized him to purchase the prize *Harcke*, captured by him on his return voyage from New Providence, to rename it the *Hopkins* and to send it to Newfoundland to co-operate with the fleet, and also authorized him to "hoist his broad pennant on board any of the vessels." This action on the part of Congress, the Marine Committee, and its illustrious president, fully acquitted Hopkins before the eyes of the public, to the chagrin of his enemies in Rhode Island.

John Paul Jones, who had been an eye witness and a participant in Admiral Hopkins's exploits, and who knew his motives and purposes, wrote him September 4th, 1776, while at sea in the *Providence*: "I know you will not suspect me of flattery when I affirm I have not experienced a more sincere pleasure for a long time past than the account I have had of your having gained your cause at Philadelphia in spite of party. Your late trouble will tend to your future advantage; by pointing out your friends and enemies you will be thereby enabled to retain the one part while you are guarded against the other. You will be thrice welcome to your native land, and to your nearest concerns. After your late shock you will see you are as gold from

the fire, of more worth and value, and slander will learn to keep silence when Admiral Hopkins is mentioned." This letter not only shows the kindness of a fellow officer and one charged with being himself ambitious for the supreme command, but it shows that the jealousy of New England captains in his command was not shared by the first lieutenant of the flag-ship of the admiral, who could not claim American citizenship except by adoption. His brother Stephen, delegate to Congress, displeased at the treatment accorded the admiral of the new navy, left Philadelphia early in September, 1775, and did not return that year.

Under his new orders Admiral Hopkins fitted out and dispatched his ships from Providence, May 22, 1777, as follows: the *Andrea Doria*, Captain Nicholas Biddle, and the *Cabot*, Lieutenant Elisha Hinman, both under the direction of Captain Biddle. The men shipped were taken from the *Fly* and the *Alfred*, leaving those vessels unmanned. The *Cabot* captured before October eight prizes. Captain Biddle sailed from Newport, June 16th, and in four months sent in nine valuable prizes. The *Cabot* captured a three-deck prize ship on November 2nd. The *Columbus*, Captain Whipple, sailed on July 1st and by the end of August had secured four prizes. On being sent out she drew her crew of twenty men from the provisional force furnished by the General Assembly of Rhode Island, as did the *Providence*, which was placed under the command of Lieutenant John Paul Jones. In this

cruise Lieutenant Jones captured fifteen prizes and sent them into Boston, Providence and New Bedford. He returned in October when he was promoted to the rank of Captain and given command of the *Alfred*. Admiral Hopkins placed under Jones all his available men and fitted out the sloop *Providence*, Captain Hoysted Hacker, to accompany the *Alfred*. On this cruise Jones captured seven prizes. These vessels had all been commissioned and were on their way before Hopkins was summoned to Philadelphia to appear before the Naval Board.

The ships at home had no men, and to call back those on cruises of indefinite length was impossible. Under the existing condition of the volunteer service it was also impossible to carry out immediately the order from the Marine Committee to proceed to Newfoundland, and another given October 10, 1776, to prepare an expedition for the protection of the South Atlantic coast. Admiral Hopkins used extraordinary means to obtain men, but without avail. The General Assembly of Rhode Island, to which he applied in October, refused to place an embargo on privateering so that he could get sailors, the measure being defeated by two votes, through the influence of members interested in privateering.

The Marine Committee of Congress could not obtain from that body the authority asked, to make drafts of men from the army, which being the first in the field had received in its ranks all the available New

England seamen thrown out of employment by the suspension of commerce incident to the war. Admiral Hopkins also asked permission to raise the wages of seamen and to make a more liberal schedule for the distribution of prize money on government ships, but this was delayed till November 1, 1776, when Congress tardily enacted to allow men on the government vessels "one-half of the merchandise, transports and store-ships and the whole of all British war vessels and privateers." Before this

became known the navy had fallen into innocuous desuetude. When on December 8, 1776, Sir Peter Parker came into Newport harbor with seven British ships of the line, four frigates and seventy transports with 6,000 troops on board, Admiral Hopkins was at Providence with the frigates *Warren*,



Providence, *Columbus* and *Hampden*, and the sloop *Providence*. He had hoisted his flag on the *Warren* in September, and had been urging the General Assembly of Rhode Island and the Continental Congress for help to man the fleet. He had been given only partial authority over his officers, who were allowed to receive orders direct from the Marine Committee. In that way Captain Biddle from July 11th and Captain Jones from August 6, 1776, were

under orders from the Marine Committee, and Admiral Hopkins could neither direct their movements nor share in the prizes captured after those dates, notwithstanding the fact that he had furnished both these commanders with ships and men and that they had recognized his authority in subordinate matters, even in directing the operation of their ships.

The opposition of the enterprising merchants of Providence who could not brook the success of the new navy in capturing prizes under their very eyes, renewed itself in 1777, when on February 19th a number of the officers of the *Warren* petitioned Congress to remove Admiral Hopkins, whom they accused of being "unfit for his position," but specified no direct charges. He wrote to John Hancock asking to be heard before the Marine Committee: "I am very willing to come to you to answer for my conduct with such of the committee who built the ships as I could name, but not with the poor men who only acted as machines to a set of men who I wish I could say had any other principle but avarice." He was not allowed to defend himself on the terms he named and did not answer the summons.

He was suspended March 25, 1777, and on January 2, 1778, he was dismissed from the service. His friends feared that his treatment would drive him from his loyalty, but he wrote to William Ellery: "Although I have lost the interest of a parcel of mercenary merchants, owners of privateers, I do not think I have lost

it in the major part of the state. I am determined to continue a friend to my country; neither do I intend to remain inactive." He was elected a representative in the General Assembly of the state for North Providence, was active in drilling recruits for the American army, and while a representative secured the election of President James Manning of the College of Rhode Island as a delegate to the Continental Congress, 1785-1786.

A letter written by Admiral Hopkins to the Rev. Samuel Hopkins shows a striking contrast between the early American navy and that of 1898, when Chaplain Chidwick did his duty so heroically on the *Maine*. The Admiral says: "I received yours of September 20th, yesterday, and am very much obliged to you for your address and advice. As to your complaints of the people belonging to the navy, I am now to let you know that I did not enter into the navy as a divine and that I am not qualified to act or give directions in that matter. The Congress whom I serve made provision for a chaplain to perform that necessary duty, but to my mortification I have not been able to get a single man to act in that character although I have applied to many. If you know of any that has the good will of mankind at heart sufficiently to expose himself to the necessary danger of that service, should be glad if you would send him, who you may depend will be treated with due respect; and if none can be procured I cannot but condole with you the depravity of the times."

Esek Hopkins was a martyr to the cause of nationality—to social unity as against the use of public service for private profit. His error, if error it was, was that of interfering with the plans of influential business men who were getting rich in the name of patriotism and liberty. He was too honest to conceal his indignation or to change his policy. The first admiral of the United States navy died in North Providence, R. I., February 26, 1802, and a bronze statue, executed by Mrs. Thomas Ruggles Kiston of Boston, Mass., was erected to his memory in October, 1897.

III.

LAMBERT WICKES.

“The cruise of Captain Wickes has effectually alarmed England, prevented the great fair at Chester, occasioned insurance to rise, and even deterred the English merchants from shipping goods in English bottoms, at any rate, so that in a few weeks forty sail of French ships were loaded in the Thames on freight; an instance never before known.”—*Commissioner Deane to Robert Morris.*

Captain Wickes was the first officer in the American navy to carry an American armed vessel—a man-of-war, as she was classed at the time,—across the Atlantic, and present himself and his ship at the very gate of the British naval station.

He had just returned home from Martinique after a successful cruise on the *Reprisal* during which he had captured several prizes, and when near the French port the British sloop-of-war *Shark*, 16 guns, Captain Chapman, lay her close alongside and opened with a broadside that fairly staggered the *Reprisal*, which was the lighter craft. Captain Wickes was short handed as he had drawn from his crew to man his prizes. His defence was so gallant however, that the *Shark* drew off and Captain Wickes with the *Reprisal* and his prizes safely anchored in the port of Martinique. Hundreds had witnessed the fight from the shore and applauded the brave American navigator.

As this was early in 1776, before the Declaration of Independence had been proclaimed, the captain of the *Shark*, upon recovering from his surprise at the audacity of the American, followed into port with the *Shark* and demanded of the governor of Martinique that he deliver up the American ship as a pirate. This demand was refused by the governor who quietly requested Captain Wickes to leave the port.

Up to this time operations had been confined to American waters and directed toward the protection of commerce, the defence of seaport towns, and the capture of needed munitions of war on board incoming British vessels intended for the soldiers of King George.

The success of the little cruisers, and the building by Congress of formidable ships of war able to inflict serious loss, not only on British commerce, but as well on the proud British navy, had so emboldened the infant government that they entrusted Benjamin Franklin, their commissioner to the court of Versailles, bearing a letter from Congress to the King of France, to the American brig-of-war *Reprisal*, Captain Lambert Wickes. This act might have lost to the colonies their independence had the vessel been captured, as Franklin had already secured the friendship and aid of France, and this visit completed the desirable alliance.

Captain Wickes, however, did more than deliver his passenger in safety; he furnished to the commis-

sioner an object-lesson of the possibilities of carrying on an aggressive naval warfare in British waters, for on the voyage he captured two British brigs laden with cargoes of wine and brought them safely into port at Nantes, December 7, 1776, the first prizes that had entered a French port since the beginning of the American revolution. In the face of a defiant protest made by the British ambassador to the King, Captain Wickes sold his prizes, disguised his brig as a merchantman and cruised on the coast of England, during which time he captured three British merchantmen and a King's packet that plied between Falmouth and Lisbon, and brought them also into Nantes, trophies of his daring. To make a show of respect for the protest of the British ambassador, the King ordered Captain Wickes to leave the harbor, and sailing out upon the high seas, he there made a mock auction of his prizes and under new owners the ships all returned to port, the profits from the sales furnishing money to the American commissioners with which to purchase other vessels to strengthen their navy.

In April, 1777, the *Lexington*, under Captain Johnson, reached France, and the American commissioners planned an expedition bolder than any heretofore undertaken under the American flag. They directed Captain Wickes to proceed to sea with the *Reprisal* and the *Lexington*, together with the *Dolphin*, 10 guns, Lieutenant Samuel Nicholson, which had been intended as a dispatch boat between France and America.

The orders to Captain Wickes, who commanded the squadron, were to intercept a fleet of linen ships expected to sail from Belfast, Ireland. The fleet left Nantes early in June by way of the Bay of Biscay, and made the entire circuit of Ireland, leaving in their wake, scuttled or burning, every English craft they met, not of a greater force than their own.

As they approached the port of Nantes a line-of-battle ship gave them chase. The *Lexington* and the *Dolphin* outsailed their pursuer, the former finding refuge in the port of Morlaix, but Captain Wickes found the *Reprisal* so hard pressed that he threw overboard her heavy guns, sawed her bulwarks and cut away some of her upper timbers to lighten the ship.

This exploit placed the French government in a position where they could no longer cover their desire to help the American cause, but not being ready to accept war as an alternative the King felt obliged to punish the Americans caught in the piratical acts. Accordingly, he ordered the *Reprisal* and the *Lexington* held until the American commissioners would furnish security that they would peaceably quit the European seas. He also directed that the prizes leave port without delay and they were taken in the offing and sold to French merchants.

The *Lexington* left Morlaix in September and the next day encountered the *Alert*, a British man-of-war cutter, of about equal metal. With the rough weather that prevailed and the lightness of both vessels they

sustained a fire that lasted two and a half hours and the *Lexington* exploded most of her powder with but little damage except to the upper works of the *Alert*. This damage aloft enabled the *Lexington* to leave her, but after a stern chase of four hours the *Alert* came alongside and engaged her for another hour when Captain Johnson struck his flag to save the lives of his crew.

This ended the career of the *Lexington* on which vessel John Paul Jones had first raised the American flag and which under Captains Barry, Hallock and Johnson had fought two severe battles with war ships, had been twice captured and once re-captured, had sustained several contests with armed ships, and had captured many prizes.

The *Reprisal* had been even more successful than her consort and her fate was more tragic. According to orders Captain Wickes set sail for America, the condition imposed by the French government in order to satisfy the demands of Great Britain. Of the entire crew, only the cook lived to tell of the loss of the ship, her brave commander and gallant crew. She foundered on the banks of Newfoundland, and the country lost a useful vessel, and a gallant, prudent and efficient officer who promised much more of usefulness to the cause he had already so valiantly defended.



John Hazelwood

IV.

JOHN HAZELWOOD.

“I am prepared to defend the fleet to the last.”—*Hazelwood.*

Little is known of the early career of Captain Hazelwood. He was born in England probably in 1726, and served in the merchant-marine service up to the time of the American Revolution. His trade was carried on between the colonies and the port of London.

He made Philadelphia his home probably in 1756, and is recorded as one of the founders of the Saint George society of that city in 1772. He joined himself to the cause of the colonists, and in December, 1775, was appointed by the council of safety superintendent of five vessels designed to protect the city of Philadelphia from the attacks of the British fleet.

In July, 1776, he was sent by the Philadelphia committee of safety to Poughkeepsie, N. Y., on the Hudson river, to consult with the committee there about the best methods of using fire-boats in the defence of the Hudson and Delaware towns.

He was made commodore of the Pennsylvania navy in October, 1776; was given full command of the naval forces of the commonwealth on September 6, 1777, and was in command of the Continental naval force

harbored in the Delaware river, 1777-1778. For his services rendered to the state of New York while at Poughkeepsie a convention of the state assembly voted him the thanks of that body and the sum of £300. Colonel William Bradford in a letter dated October 7, 1777, records the fact that while Lord Howe had possession of Delaware bay with his fleet, he proposed to Commodore Hazelwood a full pardon and kind treatment if he would peaceably surrender the Pennsylvania fleet. To this the patriot replied, "I am prepared to defend the fleet to the last."

He was a member of the board of "commissioners of purchase" in Philadelphia during the whole period of the Revolution. His portrait painted by Charles Wilson Peale was purchased by the city of Philadelphia and hung in Independence Hall.

Captain Hazelwood died in Philadelphia, Pa., probably March 1, 1800.

V.

GUSTAVUS CONNYNGHAM.

“In a word, Connyngham, by his first and second bold expeditions, is become the terror of all the eastern coast of England and Scotland, and is more dreaded than Thurot was, in the late war.”—*Commissioner Deane to Robert Morris.*

The American commissioners had secretly purchased the swift sailing English-built cutter, which they re-named the *Surprise*, and had her fitted out as a cruiser in the port of Dunkirk. A blank commission from John Hancock, the president of Congress, was filled out with the name of Gustavus Connyngham who was given command of the *Surprise*, his commission bearing date March 1, 1777, and entitling him to the rank of captain in the United States navy.

He took a crew in Dunkirk and on May 4th, captured the *Joseph*, an English brig. On the 7th, when a few leagues off the coast of Holland, he took the English packet *Prince of Orange*, bound for Harwich, with so little alarm that on stepping on board his prize Captain Connyngham found the master and passengers at breakfast and coolly notified them that they were his prisoners. As the packet had on board the mail

for the north of Europe he carried his prizes into Dunkirk.

The audacity of the American in capturing a mail vessel and one engaged in passenger traffic greatly exasperated the British government, and the English ambassador at Dunkirk protested so earnestly that the captain and crew were imprisoned, the vessel seized and the prizes liberated. Captain Connyngham's commission was taken from him and sent to Versailles.

This seeming friendly act on the part of the French ministry so disarmed the British admiralty that they dispatched two sloops-of-war to Dunkirk to bring the American prisoners to England to be tried as pirates. When the vessel reached Dunkirk Connyngham and his crew had been released and had shipped on board the *Revenge*, 14 guns, a second vessel purchased by the American commissioners, who had also provided Captain Connyngham with a new commission bearing date May 2, 1777.

He sailed from Dunkirk, on July 18th and captured prizes right and left, generally destroying them, not caring to have a recurrence of his former experience. The richer of the prizes, however, he sent into Spanish ports where their sale replenished the treasury of the American commissioners and agents.

Captain Connyngham seemed to possess no fear of capture and when a storm so dismantled his ship as to make it necessary to go into port he carefully disguised his vessel, sailed boldly into a small English

port and had his ship repaired at a British dockyard without detection.

He afterward put into an Irish port, purchased provisions and paid for them by drafts on his agent at Ferrol, Spain. He finally became such a terror to the merchant marine of England that a large fleet was fitted out to capture the "bold pirate" and he ran into Ferrol where he refitted and sailed for America. The *Revenge* was purchased by the naval committee of Congress and was sold when the navy was reduced in 1780.

Captain Connyngham was made commander of a small independent privateer, and was captured, sent to England in irons, and threatened with the treatment accorded to a pirate. His imprisonment was long and severe, accompanied with great privations, and it was several months before he was released. Congress, through its secretary Charles Thompson protested against the inhuman treatment accorded American seamen and his remonstrance, dated July 17, 1778, recited that:

"Gustavus Connyngham, citizen of America, late commander of an armed vessel in the service of the said States, and taken on board a private armed cutter, is now detained in an English prison and suffering great hardships," and demanded why he was "treated in a manner contrary to all the dictates of humanity and the practice of civilized nations." But notwithstanding the continued sufferings of the imprisoned

Americans it was not until July 15, 1779, that Congress resolved to “cause the crews of vessels captured from the enemy to be confined on board prison ships and supplied and treated, in all respects, in the same manner as the crews of vessels belonging to these United States, and captured by the enemy, are supplied and treated.”

VI.

JOHN PAUL JONES.

“In battle, Paul Jones was brave; in enterprise, hardy and original; in victory, mild and generous; in motives, much disposed to disinterestedness, though ambitious of renown and covetous of distinction; in his pecuniary relations, liberal; in his affections, natural and sincere; and in his temper, except in those cases which assailed his reputation, just and forgiving. Had circumstances put him in a situation of high command, there is little doubt that he would have left a name unsurpassed by that of any naval captain, or have perished in endeavoring to obtain it.”— *Cooper's History of the Navy.*

He headed the list of the first lieutenants appointed in the navy by the Continental Congress, December 22, 1775; held the first captain's commission granted by the United States government August 8, 1776; was made the commanding officer of all American ships in European waters in 1778; received the thanks of Congress in 1781; was unanimously elected by Congress the ranking officer of the American navy in 1781; received a gold medal from Congress similar to that given to Washington in 1787; was presented with a gold sword by Louis XVI of France, and with the Grand Cross of the Order of the Military Merit, never before given to a foreigner; was a rear admiral in the service of Russia; received the Order of St. Anne from the Empress Catharine; was held in esteem by Washington; won the affection of Franklin, Morris, Jefferson and Lafayette, and was worthy to be

classed an unswerving patriot, and a worthy naval hero. This synopsis of the career of John Paul Jones serves as an introduction to a remarkable story which will never grow old.

John Paul Jones was born at Arbingland, in the parish of Kirkbean, Scotland, July 6, 1747, the fifth child of John Paul, an humble gardener, who for a portion of his life, served in the household of the Earl of Selkirk. His birthplace was one of the most picturesque localities of Scotland, being near the shores of the Firth of Solway. Here the boy was the constant companion of seafaring men. He entertained and amused his playmates by constructing miniature navies, using chips for ships, and manœuvring rival fleets in well-conducted sea-fights, giving imperious commands to imaginary sailors as they engaged in apparently bloody battles.

The parish school at Kirkbean afforded him a good primary education, and to it he added by home study the elements of navigation and a considerable knowledge of the French language. When he was twelve years old he was bound, at Whitehaven, apprentice to the merchant marine service, on board a vessel engaged in the tobacco trade with the American colonies. In this service he found but limited time, and that generally late at night, to give to the study of navigation.

On his first voyage to Virginia he visited his oldest brother, William Paul, who had married a Virginia girl and settled on a plantation near Fredericksburg. It was during this visit that the boy first imbibed the



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spirit of liberty as it was even at that early day—1760—the fireside talk and fond hope of the colonists of Virginia.

Soon after his return with his ship to Whitehaven his indenture of apprenticeship was cancelled through the failure of his employer, and he obtained an appointment as third mate on a vessel engaged in the African slave trade. He made two or more voyages between the coast of Africa and the West Indies, where the slaves were sold, but he seems to have become dissatisfied with the business, either through a revolt in his mind, so early charged with the spirit of liberty, or by reason of disappointment in the pay and rewards that the business afforded him. His own correspondence points to the former reason.

At any rate we find that while the brig was in the West Indies, he took passage on board a Scotch brigantine bound for his boyhood home. On this voyage the captain and mate both died from yellow fever and young Paul took the vessel in hand and brought her into port. For this service the owner rewarded him by making him master and supercargo of the vessel, and he continued to trade with the West Indies and the colonies until about 1768, when he was made master of a large London ship in the West Indies trade.

In 1770 complaint was lodged against him at Tobago for cruelty in the punishment of a carpenter who was the leader of a revolt. Captain Paul was forced to go through a long trial before a British jury,

who after six months' delay failed to render a verdict, and to justify himself he made an affidavit which he sent to his home at Kirkbean, proclaiming his innocence and accusing his enemies of a conspiracy to take his life.

In a letter to Robert Morris he refers to this "great misfortune" of his life. He was fully acquitted, but it embittered all his earlier life. (The bracketed words in this letter are lined out in the original.)

PROVIDENCE, at Sea, 4th Sept 1776

To Robert Morris.

HONOURED SIR: I herewith enclose for your inspection all the letters and papers which I found in the Brigantine Sea Nymph—for the particulars of my Cruise hitherto I must beg leave to refer you to the within open letter to the Marine Board, which please to lay before them. I purpose to stand to the Southward in hopes of falling in with some ships which I understand are now on their Passage from Barbadoes—but at this late season my success is very Uncertain—I will, however, ply about in this Meridian as long as I think I have any chance and if I fail at last I can run to the Northward and [take a parcel of] try for better success among the Fishermen which (will) may answer no bad purpose by increasing the Number of our Seamen.—however my cruise may terminate I forget not the singular obligation I owe to Mr. Morris who promoted it for my honour and advantage & I esteem the Honour done me by his accepting my Correspondence as the [most] greatest favour I could have aspired to—I conclude that Mr. Hewes hath acquainted you with a very great misfortune which befel me some years ago and which brought me into No America. (the best man may soon become equally or far more unfortunate—therefore you will spare me the pain of repeating it here) I am under no concern whatever that this or any past circumstance of my life will sink me in your opinion Since [human foresight] human Wisdom cannot secure us from Accidents it is the greatest effort of '[Human] Reason to bear them well. I will from time to time carefully communicate to you every

intelligence in my Power—and as the regulations of the Navy are of the utmost Consequence you will not think it presumption if with the utmost diffidence I venture to communicate to you such hints as in my Judgement [appear wise] will promote its Honour and Good government. I could heartily wish that every Commission Officer were to be previously examined, for, to my certain knowledge, there are persons who have already creipt into Commission—without abilities or fit Qualification: I am myself far from desiring to be excused.—from [my] experience in Ours, as well as from my former intimacy with many Officers of Note in the British Navy, I am convinced that the Parity of Rank between Sea & Land or Marine officers, is of more consequence to the harmony of the Service, than hath generally been imagined.—in the British Establishment—an Admiral ranks with a Genl. a Vice Adml. with a Lieut. Genl. a Rear Admiral with a Major Gen'l. a Commodore with a Brigadier Genl.—a Captain with a Colonel, a Master & Comm. with a Lieut. Colonel—a Lieut. Commanding with a Major and a Lieutenant in the Navy Ranks with a Captain of Horse, Foot or Marines—I propose not our Enemies as an Example for our Genl. imitation—yet as their Navy is the best regulated of any in the World, we must in some degree imitate them and aim at such further improvement as may one day make ours vie with and—Exceed theirs. Were this Regulation to take place in our Navy, it would prevent numberless disputes and duellings which otherwise will be Unavoidable—besides Sir, you know very well that Marine Officers being utterly unacquainted with Maritime Affairs—are in those Cases unfit persons to preside at or Compose half the number of a Court Martial, I beg Pardon for this liberty. I thought that such hints might escape your Memory in the Multiplicity of Business. I have always understood that the sentence of a Court Martial when Confirmed by a Commander-in-Chief was definite and admitted of no Appeal—to prove this I must again recur to English authority in the Case of Lord Geo. Sackville who for disobeying the orders of Prince Ferdinand at the Battle of Minden was (Broke) by a Court [Martial] Martial held at the Horse Guards and rendered incapable of serving afterwards in any Military Capacity altho' his great abilities were then well known and are Generally acknowledged at this day. I am led into this subject by hearing with astonishment the application and Complaint of the late Cap'n Hazard to the Marine Board after he had been found “Unworthy of Bearing his Commis-

sion in the Navy" by the Undivided voice of a Court Martial where I had the honour to sit as a member.

If he was then *Unworthy* of bearing his Commission I cannot see what new Merit he can have acquired—and even if he had merit it would not be sound policy to reverse the sentence—it would make officers stand less in Awe, and attend less punctually to their duty—and it is not improbable that it might induce future Court Martials in some cases to inflict personal punishment from whence there is no appeal.

There was a mistake made in the date of my Commission which Unless you stand my Friend will make a material difference when the Navy Rank is settled. I took Command here the Tenth day of May as appears by the Order and Appointment of the Commdr in Chief on the Back of my Commission as Eldest Lieutenant of the Fleet and my Commission as Captain is not dated 'till the Eighth day of August—which you know is not fair as it would subject me to be Superseded by Captain Robinson who was at first my Junior Officer by Six—perhaps it might subject me to be superseded by others. If I have deserved so ill as to be superseded I am unworthy of bearing my Commission (I have been held in some esteem among my fellow Mortals) I esteem it a greater disgrace and severer punishment than [it would] to be fairly broke and dismissed the Service. I have ordered Mr. Hopkins the Prize Master to deliver you a Turtle which please to accept. I have the Honour to be with grateful Esteem and much respect

Honoured Sir,

Your very obliged,
And very Obedient Humble Serv't

JOHN PAUL JONES.

The Hon'ble Robert Morris Esq.

He then left the service and took passage for Virginia, having determined to leave the sea and to devote his time to agriculture and study. His brother William died in 1773, and as he had no children and left no will, John undertook the management of the estate.

In 1775 his income from property at Tobago, which he had left in charge of agents, ceased, and this forced

him to find more profitable employment than planting. Attracted by the early exploits of the New England seamen, he saw his opportunity to serve his adopted country by giving to her the benefit of his experience as a navigator. He went to Philadelphia, where he offered his services to the Naval Committee of the Continental Congress, and accepted a commission as senior first lieutenant in the new navy. It was about this time that he assumed the name of Jones. His reason for doing this does not appear either in his own account of his life or in that of any of his biographers.

He was made second officer of the *Alfred*, 30 guns, and as Lieutenant Jones he was the first naval officer to hoist the American naval flag under a salute of thirteen guns. This flag then consisted of 13 stripes red and white, with a rattlesnake across the folds stretched at full length. Underneath was the motto, "Don't Tread on Me."



Under Esek Hopkins, the first commander-in-chief of the new navy, he sailed on the expedition that captured New Providence, and on the return of the fleet to New London, took part in his first naval fight, in the engagement of the *Cabot*, the *Alfred* and the

Columbus with the British frigate *Glasgow*, 24 guns, off Block Island. During the fight Lieutenant Jones was between decks serving the first battery of the *Alfred*, having no voice in the direction of the battle, and therefore no blame could attach to him for the failure to capture the *Glasgow*.

That Lieutenant Jones did not find Commodore Hopkins a weak man, or an inefficient commander is shown by the following letter addressed to Mr. Hewes, delegate to Congress from South Carolina and the member of the Naval Committee to whom Jones was indebted for his commission :

APRIL 4th, 1776.

Agreeable to your kind request, I have taken up my pen to give you the particulars of our cruise from the Capes of Delaware. On the 17th of Feb'y the Fleet put to Sea, with a Smart North East wind. In the night of the nineteenth (the Gale having Increased) we lost Company with the Hornet and Fly tender. We Continued Steering to the Southward without seeing a Single Sail or meeting with anything remarkable till the first of March when we Anchored at Abaco (one of the Bahamia Islands) having previously brought too a Couple of New Providence Sloops to take Pilots out of them — by these People we were informed that there was a large Quantity of Powder with a number of Cannon in the two Forts of New Providence. In Consequence of this Intelligence the Marines and Landsmen to the number of 300 and Upwards under the Command of Capt'n Nicholas Embarked in two Sloops. It was determined that they should keep below Deck 'till the Sloops were got in Close to the Fort and they were then to land Instantly and take possession before the Island could be alarmed—this however was rendered abortive as the Forts Fired an alarm on the approach of our Fleet. We then ran in and anchored at a small Key, 3 Leagues to Windward of the Town and from thence the Comodore dispatched the marines with the sloop Providence and Schooner Wasp to cover the Landing. they landed without opposition and soon took possession of the

Eastern Garrison, F. Montigne, which (after Firing a few shot) the Islanders had abandoned. The Next morning, the Marines marched from the Town and were met by a messenger from the Govr. who told Captn Nicholas that "The Western Garrison (F. Nassau) was ready for his reception and he might march his Force in as soon as he pleased." This was effected without firing a Gun on our side — but the Govr has send of 150 barrels of Powder the Night before. Inclosed you have an Inventory of the Cannon stores, &c., which we took Possession of and brought off in the Fleet we continued at N. Providence till the 17th ulta and then bro't off the Govr and two more Gentn Prisoners—our Cruise was now directed back for the Continents, and after meeting with much bad weather, on the 5th Inst off Block Island we took one of Captain Wallace's tenders the Hawke schooner of 6 guns the next morning we fell in with the Glasgow man of war and a Hot Engagement Ensued the particulars of which I cannot communicate better than by extracting the minutes which I entered in the Alfred's Logbook, as follows.

At 2 A. M. Cleared the Slop for Action at $\frac{1}{2}$ past do the Cabot being between us and the Enemy began to Engage and soon after we did the same—at the third Glass the Enemy bore away and by crowding sail at length got a considerable way ahead made signals for the of ye English Fleet at Rhoad Island to come to her Assistance, and steered directly for the Harbour. The Comodore then thought it Imprudent to Resign our Prizes &c. by Pursuing further, therefore to Prevent our being decoyed into their hands, at $\frac{1}{2}$ past 6 made the signal to leave off Chase and hauled by the wind to join our Prizes. The Cabott was disabled at the second broadside—the Capt. being dangerously Wounded; the Master and several men killed—the Enemy's whole Fire was then directed at us, and an unlucky shot haveing carried away our Wheel Block and Ropes the Ship broached too and gave the Enemy an opportunity of Rakeing us with serving Broadships before we were again in Condition to steer the Ship and Return the Fire. In the Action we Received several shot under Water which made the ship Verry Leaky—we had besides the Main mast shot thro' and the upper works and Rigging very considerably damaged—Yett it is surprising that we only lost the 2nd lieutenant of Marines and 4 men of whom, a Midshipman prisoner Martin Gellingwater who was in the Cockpit and had been taken in the Bomb Brig Bolton yesterday—we had no more than three men dangerously and 4 slightly wounded.

The following paragraph in brackets is marked out, but is perfectly legible:

[It is your province to make the Natural Comments arising from the subject I wish to avoid Cencuring Individuals—the utmost delicacy is necessary and highly becoming in my situation—I therefore Content myself with relating Facts only, and leave wiser heads the privilege of deterring their propriety].

I have the pleasure of Assuring you that the Commr in Chief is respected thro the Fleet and I verily believe that the officers and men in general would go any length to execute his Orders. It is with pain that I confine this plaudit too an individual—I should be happy in extending it to every Captain and officer in the Service—praise is certainly due to some—but alas! there are Exceptions. It is certainly for the Interest of the Service that a Cordial Interchange of Civilities should subsist between Superiour and Inferiour officers—and therefore it is bad policy in Superiours to behave toward their inferiours indiscriminately as tho' they were of a lower Species. Such a Conduct will damp the spirits of any man. Would to heaven it were otherwise but in sad truth this is a Conduct too much in Fashion in our Infant Fleet—the ill Consequences of this are obvious—men of liberal minds, who have been long accustomed to command can Ill brook being thus set at naught by others who pretend to claim a monopoly of sense. the rude ungentle treatment they experience, creates such heart burnings as are no wise consonant with that cheerful ardour and spirit which ought ever to be the Characteristic of an Officer—and therefore when he adopts such a line of conduct in order to prove it—for to be well obeyed, it is necessary to be esteemed—who ever thinks himself hearty in the service is widely mistaken.

The Fleet having been reinforced with 200 men lent from the Army is now in condition for another Enterprize and we expect to embrace the first wind for Rhode Island when I hope we shall meet with better success as we understand that the Scarborough is now there, it is Proposed to clean the ships at Rhode Island or Providence that our detention there will admit of a return of letters from Philadelphia meantime with a grateful sense of Past favours I have the honour to be with Much Esteem

Sir Your very obliged

Most humble servant

J. P. JONES.

Lieutenant Jones was promoted to the captaincy of the *Providence*, 12 guns and 70 sailors, and reported at New York where he recruited marines to strengthen the new navy. He convoyed vessels loaded with cannon and army supplies between Providence, New York and Philadelphia. This was a dangerous service, as the coast was swarming with British war-ships ready to swoop down on any Yankee vessels.

ON BOARD SLOOP PROVIDENCE, }
NEW YORK, 19th May 1776. }

To J. Hewes.

SIR: I had the honour of writing you the history of our Cruise in the Fleet from the Capes of Delaware till our arrival at N. Lond. 11th ultm. The letter contained a Particular acct of the action with the Glasgow in an Extract from the Alfred's Logbook—also some Free thoughts on Certain Characters in the Fleet, &c. it was enclosed to Mr. Sproat and by ill luck fell into hands not the most agreeable on its way to the Post Office from which circumstance I much fear it hath miscarried. * * *

In consequence of the last Trial I was ordered to take the Command of this vessel the 10th Curr. I arrived here yesterday afternoon in 36 hours from Rhode Island with a return of Upwards of 100 men besides officers which Gen'l. Washington lent to the Fleet at N. London. I left the A. Doria and Cabot at Rhode Island ready to sail together on a four weeks Cruise—what will become of the Alfred and Columbus, Heaven only knows—the seamen have been so sickly since the fleet returned to the Continent that it will be Impossible to man them both without others can be Entered. I have landed G. W. [Washington] soldiers and shall now apply to shipping men if any can be obtained—but it appears that the seamen almost to a man had entered into the army before the Fleet was Set on Foot and I am well informed that there are four or five thousand seamen now in the land service. (If this be admitted I will affirm that without an order to draft men out of the army the thirteen new ships may rot in the Harbour for want of hands.)

The unfortunate Engagement with the Glasgow seems to be a General reflection on the Officers of the Fleet—but a little reflec-

tion will set the matter in a true light, for, no officer, under a superiour, who doth not stand charged by that superiour for cowardice or misconduct can be blamed in any occasion whatever. For my own part I wish a general Enquiry might be made respecting the Abilities of Officers in all Stations and the Country would not be cheated (BY GRANTING COMMISSIONS). I may be wrong (but it doth appear to me that the Qualifications of a JACK alone), but in my opinion, a Commander in the Navy ought to be a man of strong and well connected sense with a tolerable Education—a Gentleman as well as a Seaman both in Theory and Practice—for, want of learning and rude, ungentle manners are by no means the characteristics of an officer. I have been led into the subject on feeling myself hurt as an individual by the Censures that have been indiscriminately thrown out—for altho' my station confined me to the Alfred's lower deck Guns, where I Commanded during the Action (and called for all my attention) and tho' the Commodore's letter which hath been Published says "All the officers in the Alfred behaved well" Yet still the publick blames me among the others for not taking the Enemy.

The following paragraph in this letter refers to Captain Saltonstall of whom Jones spoke more openly in a subsequent letter. Captain Saltonstall did not lack enterprise but his First Lieutenant could not submit to his temper which appears at times to have been unbearable.

I declined the command of this Sloop at Philadelphia, nor would I have accepted it but for the Rude, Unhappy temper of my late Commander. I now reflect with pleasure that I had Philosophy sufficient to avoide quarreling with him, and that I even had his blessing at Parting—may he soon become of an Affable disposition and may he find pleasure in communicating Happiness around him.

There is little confidence to be placed in reports—otherwise the Lieutenants of the Fleet might have reason to be Uneasy when they are told that the several Committees have Orders to appoint to all the officers of the new ships except only the Captain's. I cannot think that they will be so far overlooked who at first stept forth and showed at least a willingness Nor can I suppose that my conduct

in the Service will, in the Esteem of the Congress subject me to be superseded in favour of a younger officer especially one who is said not to Understand Navigation—I mean the Lieutenant of the Cabot—who was put in Command of the Fly at Reedy Island after I had declined it. I was then told that no new Commission would be given, and I considered her as a paltry message boat fit to be commanded by a Midshipman but on my appointment to the Providence I was indeed astonished to find my Seniority Questioned—the Commodore told me he must refer to the Congress. I have rec'd no new Commission—I wish the matter in dispute may first be Cleared up. I will Cheerfully abide by whatever you think right—at the same time I am ready at any time to have my pretensions enquired into—by men who are Judges. When I applied for a Lieutenantcy I hoped in that rank to have gained much Useful Knowledge from men of more Experience than myself. I was, however mistaken for instead of gaining information I was obliged to inform others—I formed and Exercised and Trained the men so well to the use of the Great Guns in the Alfred that they went through the motions of Broadides and Rounds as exactly as Soldiers generally perform the Manual Exercise. When I have got what men are to be had here, I am ordered back to Providence for further instructions—the sloop must be hove down and considerably repaired and refitted before she can proceed properly on any Cruise. I should esteem myself in being sent for to Philadelphia to act under the more Immediate direction of the Congress especially in one of the New Ships—I must rely on your interest therein—the largest and I think by far the best of the Frigates was launched the day after I left Providence—but from what I can learn neither of them will equal the Philadelphia Ships—the Columbus was heaving down and the Alfred was hauling into the Wharf when I sailed.

I send this by the Commodore's Steward who hath leave to visit his wife at Philadelphia and will call on you on his return in a day or two. I expect he will overtake me here if I succeed in entering men—but if I should be gone he will follow me on to Rhode Island and Providence. May I hope for the honour of a letter from you by his hands? It will singularly oblige me and greatly add to the favours already conferred on

Sir, Your much obliged
and very humble servant

J. P. JONES.

On August 8, 1776, he received from John Hancock, president of Congress, his commission as captain of the *Providence*, with directions to operate against the navy of Great Britain, and with her he cruised six weeks. During this time he captured sixteen prizes, and by his skillful seamanship succeeded in evading the British frigate *Solway* off Bermuda, afterward keeping up a tantalizing running fight with the British frigate *Milford*. He cruised as far north as Canso, where he captured three schooners and nine fishing-vessels. After removing the valuable cargo to his own vessel and such to crafts as he wished to carry into port, he transferred the captured crews to the remaining vessels, and provided them with provisions necessary to carry them home to England. In November he attacked a coal fleet at Cape Breton, rescued the American sailors imprisoned in the coal mines there, and captured three ships, which, however, his old enemy the *Milford* succeeded in cutting out from his fleet. He also captured a large British transport laden with provisions and clothing, and a privateer from Liverpool which he armed and manned and gave to the command of Lieutenant Saunders. Upon his return from this cruise, after disposing of his prizes in Boston and being relieved of the care of his prisoners, he was without a command, but did not cease to advise the government as to the needs of the new navy, and suggested many ways in which it could be improved and strengthened.

I N C O N G R E S S.

The DELEGATES of the UNITED STATES of New-Hampshire, Massachusetts, Bay, Rhode-Island Connecticut, New-York, New-Jersey, Pennsylvania, Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia, TO

John Paul Jones, Esq.

WE, reposing especial Trust and Confidence in your Patriotism, Valour, Conduct, and Fidelity, DO, by these Presents, constitute and appoint you to be ^{Captain} ~~Major~~ in the Army of the United States of North-America, fitted out for the Defence of American Liberty, and for repelling every hostile Invasion thereof. You are therefore carefully and diligently to discharge the Duty of ^{Captain} ~~Major~~ by doing and performing all manner of Things thereunto belonging. And we do strictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as ^{Captain} ~~Major~~. And you are to observe and follow such Orders and Directions from Time to Time, as you shall receive from this or a future Congress of the United States, or Committee of Congress for the Purpose appointed, or Commander in Chief for the Time, being of the Navy of the United States, or any other your superior Officer, according to the Rules and Discipline of War, the Usage of the Sea, and the Instructions herewith given you, in Pursuance of the Trust reposed in you. This Commission to continue in Force until revoked by this or a future Congress.

DATE at Philadelphia, October 10th 1776.

By Order of the CONGRESS,

John Hancock

PRESIDENT

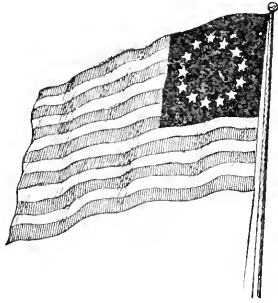
ATTEST: *Charles Thomson*

John Paul Jones's Commission as Captain.

In Preble's "History of the American Flag," the following account of the rescue of the flag of the *Bon Homme Richard* and its romantic preservation is given :

"About ten days before the battle between the *Bon Homme Richard* and the *Serapis*, Paul Jones captured a British vessel of war and her prize, an armored ship called the *Kitty*, commanded by Captain Philip Stafford. The Englishman had put the *Kitty's* crew in irons, which were now transferred to the English. The crew of the *Kitty* volunteered to serve on board the *Richard*, and in the service of Paul Jones, in gratitude for the release from the British. Among these volunteers was James Bayford Stafford, a

nephew of the captain of the *Kitty*. Being educated, he was made an officer on board the *Richard*. In the memorable battle the flag was shot from the masthead of the *Richard* and fell into the sea. Lieutenant Stafford bravely sprang into the water, swam to the floating flag, and brought it on board, when he climbed the rigging and nailed it to what remained of the mast. In this dangerous exploit he was severely wounded by a sword stroke from a British officer, and he never thoroughly recovered from the wound then received. The flag was transferred from the *Richard* to the *Alliance* when the former was given to the sea.



“This flag was made in Philadelphia, by Misses Mary and Sarah Austin, under the supervision of General Washington and Captain John Brown; the principal idea of the design being taken from Washington’s family escutcheon. The flag was presented to Lieutenant John Paul Jones by the ladies who made it. It was hoisted over the *Alfred* and carried at the masthead up and down the Delaware

river, to the delight of thousands gathered on the river banks. Jones carried the flag with him to France, and when the *Bon Homme Richard* was fitted out for war he hoisted the flag to the masthead.”

The flag was subsequently presented to Lieutenant Stafford, according to the following document now in the possession of the present owner of the flag :

PHILADELPHIA,

Monday, December 13th, 1784.

James Bayard Stafford:

SIR: I am directed by the Marine Committee to inform you that on last Thursday, the 9th, they decided to bestow upon you, for your meritorious services through the late war, “Paul Jones’s Starry Flag of the *Bon Homme Richard*”—which was transferred to the *Alliance*—a boarding sword of said ship, and a musquet captured from the *Serapis*.

Your humble servant,

JAMES MEYLER, *Secretary pro tem.*

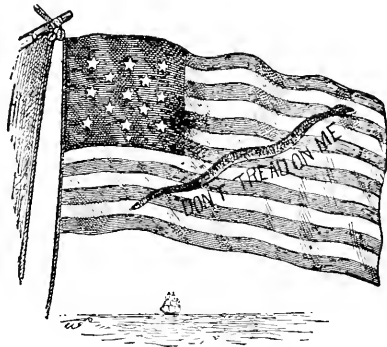
The jealousy existing in Congress between the North and the South operated to divide the counsels of the marine committee, and he was superseded in command by men far his inferior in naval experience and skill. It was not until May, 1777, that his claims to a high command were recognized, when he was made commander of the new sloop-of-war *Ranger*, his commission bearing date June 14, 1777. On that same date Congress resolved as follows: "That

the flag of the United States should be thirteen stripes, alternate red and white; that the union be thirteen stars, white on a blue field, representing a new constellation."

This new flag was sent to the new sloop-of-war *Ranger*, and it thus fell

to John Paul Jones to be the first American naval officer to run up the Stars and Stripes to the mast-head of a United States naval vessel, as it had been in 1775 to hoist to the mast-head of the *Alfred* the pine-tree and rattlesnake flag.

On November 1, 1777, the *Ranger* sailed from Portsmouth, N. H., flying the American flag, and with her John Paul Jones was to follow up, on the British coast, the successes achieved by Wickes, Dale, Conyngham and Johnson.



Jones carried a letter signed by John Hancock, president of Congress, to Franklin, Deane and Lee, the American commissioners at the court of Versailles, designating him as the commander of the American navy in Europe. His policy was to strike sharp and sudden blows on the unprotected commerce of Great Britain, and to make daring incursions on the towns and villages on the sea-coast, plundering and burning, and thus teaching by object lessons the methods pursued by British soldiers and sailors on unprotected cities and towns in America.

Upon his arrival he expected to find ready for him a large man-of-war with such other swift sailing frigates as would make up a respectable fleet. Franklin promised to give him the ship-of-war *Indian* then being built at Amsterdam. The British ambassador, however, would not allow the ship to leave the stocks, and Franklin was obliged to present her to the King of France before her release could be secured. This, and other disappointments, delayed his aggressive movements until April, 1778, he meanwhile employing his sloop in convoying American vessels in and out of port and in cruising between Nantes and Brest.

Tiring of this inactive life, and finding no immediate prospect of obtaining additional vessels to make up a fleet, he set sail on his little craft, April 10, 1778, on what proved to be a memorable cruise.

The exploits of Wickes, Dale, Connyngham and Johnson had already alarmed the inhabitants along the

coast. Jones was a Scotchman by birth, although a thorough American by choice and adoption, and to him capture meant death as a traitor and pirate. But he had adopted the motto wise and old, "Be bold! be bold!" and success for the cause he had espoused, rather than the honors it would bring, blinded him to fear. His chief reliance was on his knowledge of the waters and his thorough seamanship, and his refusal to discount danger or anticipate defeat were the heaviest guns in his armament.

He decided to direct his operations against Whitehaven and its vicinity, where his boyhood days had been spent and where he was personally known.

On the fourth day out from Brest, when in St. George's Channel, the *Ranger* captured an English brigantine, and after securing her crew set her on fire. Three days later, when off Dublin, Jones captured the ship *Lord Chatham*, bound for London. This prize he manned and sent into Brest. The next day he encountered the British sloop-of-war *Drake*, but avoided a set-to by outsailing her, when he put into the harbor at Whitehaven where he had planned to land and capture the town. The wind shifting, however, he was obliged to head seaward to avoid being blown ashore.

The next day he captured a schooner and sloop, both of which he scuttled and sank. He then determined to surprise the *Drake* at her moorings at night. To this end he cleared the decks of the *Ranger*, con-

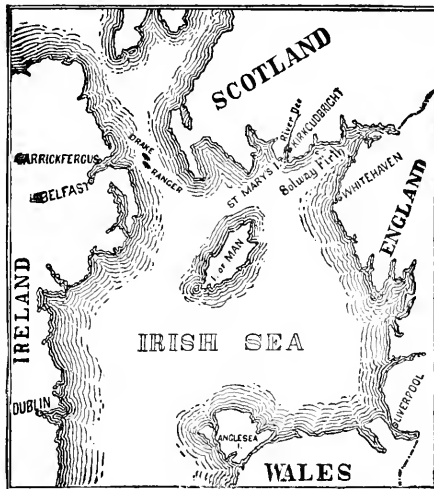
cealed her guns, and placing the grapnels ready at hand stationed a boarding party with pikes and cutlasses ready to dash over her side. He put out his lights and piloted by a captured fisherman who had informed him of her location he made for the harbor. As they approached the *Drake* her bow was pointed seaward and Jones, whose hand had never left the wheel, with a sudden turn sent the *Ranger* athwart her cable, bringing up on her bow. His order, "Let go the anchor," was immediately obeyed, but it failed to drop, and the *Ranger* shot past the *Drake* in the darkness.

At this, Jones with his own hand cut the cable which held the anchor, and as it dropped to the bottom of the bay the *Ranger* kept her course scarcely checked by the accident. Jones then turned her toward Whitehaven where he effected a landing. At the head of a party of thirty men in small boats he gained the fort, locked the sleeping garrison in the guard-houses, spiked the guns, and fired a number of the vessels, of which there were at the time two hundred and twenty seeking shelter in the harbor from the late storm. Daylight and the illumination from the burning vessels so lighted up the place as to disclose their bold operations, and the awakened inhabitants gathered upon the wharves before Jones had been re-enforced by the other boats from the *Ranger*, and he was obliged to take to his boats and return to the sloop.

He then ran over to the peninsula at the mouth of the Dee, where the Earl of Selkirk had his country

residence on St. Mary's Isle. His plan was to seize the Earl and hold him as a hostage to insure the release of the American seamen incarcerated on board the prison ships in America and in Mill Prison, Plymouth. Upon landing they found Lady Selkirk and the family at breakfast, but the Earl was absent and the plan failed. The men demanded some return for their venture and Jones allowed them to take the silver plate from the table, preventing them with difficulty from ransacking the house. This proceeding greatly incensed the people of the coast and, as reported, was a serious charge against Jones, losing him friends both in France and America.

In a letter to Lady Selkirk, which was extensively published, he explained his action and the generous motive that led to the raid. This letter which was a frank and manly statement of his motive in taking up arms against his countrymen, recited the outrages perpetrated against the persons and property of Americans, described the scenes enacted in the sea-fight between the *Drake* and the



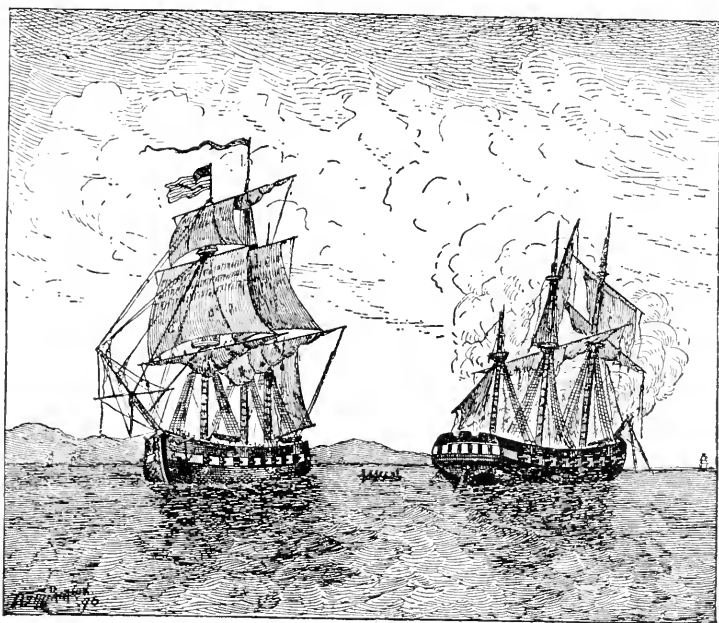
Ranger with much grace of composition and power of description, declared his object in taking up the cause of American Independence to be the highest ambition of man, and avowed that he was not influenced by prospect of gain. He appealed to Lady Selkirk to use her influence toward directing her husband's good offices to the promotion of peace with the colonies, and to a generous and humane exchange of prisoners, and avowed his purpose to purchase and restore to her the plate at the earliest possible moment. Franklin characterized this epistle as "A gallant letter, which must give her ladyship a high opinion of the writer's generosity and nobleness of mind."

When the prize property was sold after long delay, Jones purchased the plate at an exorbitant price, in consequence of the notoriety his letter had given it, and restored it to the Earl of Selkirk, who formally acknowledged its receipt.

These two exploits of the *Ranger* so alarmed the whole line of sea-coast towns that beacon fires were burned on every headland. The *Drake* put out of Carrickfergus Bay determined to capture the daring "pirates." Jones was in just the humor to meet her in an open sea-fight and test the mettle of the two battle-ships.

As they approached each other Jones disguised his vessel as a merchantman and keeping stern to, so deceived the Englishmen that a boat was sent out to determine her character. Jones quietly took the men

on board as his prisoner-guests. The *Ranger* then put out from the shore so as to gain sea-room, and this movement disclosing the character of the vessel, the *Drake* opened the engagement with the Yankee craft.



Surrender of the Drake.

The Ranger.

The Drake.

An exchange of broadsides was followed by a running fight broadside to broadside, their armament being about equal. A crowd of witnesses to the fight lined the shores. The well directed fire from the *Ranger* played havoc with the spars, rigging and sides of the

Drake as well as with the men who thronged her deck. Her jib dropped over her bow and hung there useless. Her ensign disappeared from her stern. Her crew was being rapidly decimated. One shot laid low the captain of the *Drake*, wounded in the head, and upon the next round the second officer was also killed, and the *Drake* struck her colors, the prize of the *Ranger*.

During a conflict that lasted one hour and four minutes the gallant and intrepid commander of the *Ranger* had not received a scar, although always in the thickest of the fight. Of his crew one was killed and six wounded. He carried his prize to Brest one month from the day he set out on his memorable cruise.

The French government had now openly concluded an alliance with the new American republic, and Jones received the first salute from a foreign power for the Stars and Stripes as he entered the harbor. The American commissioners tendered to him their hearty thanks and promised him a suitable vessel in which to continue his operations. He thereupon sent home the *Ranger* and awaited his "fine new ship."

War had been openly declared between England and France, and the French navy was well supplied with ships, officers and men. The success of Jones gave rise to jealousy on the part of the French officers and led to much trouble for the American commissioners.

Despairing at last of ever obtaining a ship of his own, Jones wrote to the Prince of Nassau imploring

him to give him a commission under the French flag. At this time a first-class ship was offered to him if he would give up his commission in the American navy and take charge of a privateering expedition organized by a party of wealthy French citizens for gain. His reply is worthy of record:

“Were I in pursuit of profit I would accept the offer without hesitation. But I am under such obligations to Congress that I cannot think myself my own master. As a servant of the imperial republic of America, honored with the public approbation of my past services, I cannot from my own authority or inclination serve either myself or my best friends in any private line whatsoever, unless where the honor and interests of America is the premier object.”

Impatient at the continued delay in being put in command of a vessel, Jones wrote to Franklin, to M. de Sartine, and to Chaumont, urgent letters deploring his enforced inactivity.

While Jones was thus idle, Lafayette returned to France in the *Alliance*, the finest ship in the American Navy. Congress had given the command to Pierre Landais, formerly a French naval officer, but then an avowed citizen of the United States. This action by Congress greatly annoyed Jones and engendered an ill feeling between the two officers. Lafayette lightened his disappointment by proposing an expedition against England in which he would command the land forces while Jones should command the fleet, which was to

include the *Alliance*. The scheme did not however find favor and it was abandoned, much to the chagrin of Jones, who by this time had thoroughly lost his patience and displayed genuine anger.

In his despair he was restlessly walking the streets one day when he chanced to pick up a leaf torn from *Poor Richard's Almanack*, written and printed by Franklin in America years before. On the leaf he read these words: "If you wish to have any business done faithfully and expeditiously, go and do it yourself. Otherwise send some one." This advice determined him to go to Versailles and personally insist upon being furnished a ship. This he did, and the government fitted out the *Duras*, formerly an old India trading ship, arming her with 40 guns—six 18-pounders and thirty-two 12-pounders. Out of gratitude to Franklin, Jones re-christened the ship *Bon Homme Richard*. In making up her crew he was obliged to accept French peasants, and British vagabond sailors who had deserted from the navy and were ready to serve any nation for pay. He managed to recruit about thirty Americans, mostly exchanged seamen from British prisons, including Lieutenant Richard Dale, whom he made second officer, and he filled his official roll entirely from American seamen. The *Richard* was thus manned with 329 officers and men. The remainder of the fleet consisted of the *Alliance*, 36 guns; the *Pallas*, 32 guns; the *Cerf*, 18 guns; and the *Vengeance*, 12 guns, all commanded by French officers

and manned by French crews. The *Alliance* and the *Cerf* were the only really seaworthy crafts in the fleet. On leaving the harbor the *Alliance* fouled the *Richard* and so injured her that all the ships were obliged to put into port while she was being repaired. This incident only fanned the spark of antagonism existing between Jones and Landais, and led the latter to make this public declaration: "I shall soon meet Captain Jones on shore. Then I will either kill him or he shall kill me."

After a series of mishaps and the capture of a few prizes, the fleet returned to L'Orient to refit. It was August 14th before the squadron put to sea again, and they were then re-enforced by two French privateers. Jones, after rescuing a French ship laden with brandy and wine, captured by a British privateer, determined to proceed to Leith, the seaport of Edinburgh, seize the town, levy a ransom upon the inhabitants and secure an exchange of prisoners and proper treatment for the American seamen incarcerated in British dungeons. The obstinate refusal of the French commanders to co-operate in this movement delayed its organization, and it was not until Jones agreed to levy a ransom of £200,000, that their cupidity overcame their cowardice and the movement was put upon foot. The fleet reached Inchkeith Island, within ten miles of Keith, and here Jones made every preparation to land his troops. He wrote to the chief magistrate:

"I do not wish to distress the poor inhabitants. My intention is only to demand your contribution toward the reimbursement which

Britain owes to the most injured citizens of America. Savages would blush at the unmanly violations and rapacity that have marked the tracks of British tyranny in America, from which neither virgin innocence nor helpless age has been a plea of protection or pity. Leith and its port now lay at our mercy. And did not the plea of humanity stay the hand of retaliation I should without advertisement lay it in ashes. Before I proceed to that stern duty as an officer, my duty as a man induces me to propose to prevent such a scene of horror and distress by means of a reasonable ransom, and I have authorized the bearer to agree with you on terms of ransom, allowing you exactly half an hour's reflection before you finally accept or reject the terms which he shall propose."

They were off the little town of Kirkcaldy, and it was the Sabbath-day. The inhabitants had left the church. Their pastor, standing upon the beach, with uncovered head and uplifted hands, surrounded by his reverent flock, offered in broad Scotch this extraordinary prayer:

"Now, dear Lord, dinna ye think it a shame for ye to send this vile pirate to rob our folk o' Kirkcaldy? Ye ken that they are puir enow already, and hae naething to spare. The way the wind blaws he'll be here in a jiffy, and wha kens what we may do? He's nae too good for onything. Muckle's the mischief he has dunn already. He'll burn their hooses, take their very claes and strip them to the sark. And, waes me, wha kens but that the bluidy villain might tak their lives! The puir weemen are most frightened out of their wits, and the bairns screeching after them. I canna think of it! I canna think of it! I have been long a faithfu' servant to ye, O Lord; but gin ye dinna turn the wind about and blaw the scoundrel out of our

gates I'll nae stir a foot; but will just sit here till the tide comes in and drowns me. Sae tak your wull o' it, Lord!"

The wind did turn, and in spite of their best efforts to withstand it, the fleet was blown out to sea and one of the captured ships was swamped by the tornado. The next morning, under a fair sky, Captain Jones determined to sail back and renew the negotiations, but the French officers refused to stand by him. Sound judgment had directed his movements, but when they promised success he had no power to command his squadron, as the crafty Landais had obtained from the French Minister of Marine just before sailing a *concordat* binding the five captains to act together, and now first exhibited that document to Captain Jones who found that he could only command his own ship.

The *Richard*, *Pallas*, *Alliance* and *Vengeance* then proceeded south, and on the 23d ran upon a fleet of forty-one sail of merchantmen under convoy of two British ships-of-war. These proved to be the *Countess of Scarborough*, 28 guns, and the *Serapis*, 44 guns. The *Pallas* bore down on the *Countess of Scarborough*, and after an hour's conflict the white cross of St. George fell before the Stars and Stripes. The *Alliance* held aloof from the conflict. The *Vengeance* remained far to the windward.

The *Richard* and the *Serapis* approached within hailing distance and were left as single-handed combatants. The *Serapis* carried twenty 18-pounders, and

21 smaller guns, and could throw six hundred pounds of iron at one discharge. She was one of the finest frigates in the British navy, and carried 325 officers and men. The *Richard* had six 18-pounders, and thirty-four 6, 9, and 12-pounders, and could throw four hundred and seventy-four pounds of iron at one discharge. She was an old ship refitted as a frigate, and was manned by 375 men.

The battle opened an hour after sunset. The sea was lighted by a full moon shining from a cloudless sky. The combatants were three miles off the rugged cliffs of Flamborough. The cliffs were crowded with spectators, as were the piers and shore front. A light breeze carried the two ships slowly together and abreast, bow to bow, and within pistol shot distance. The *Scrapis* hailed the *Richard*, and simultaneously they opened their broadsides. Each did effective work in carrying destruction and death in their wake. Two of the 18-pounders on the *Richard* burst, killing every man working them and so destroying the deck as to render useless the four remaining heavy guns. This left twenty 18-pounders on the *Scrapis* and only six 9 and 12-pounders on the *Richard*. In this unequal fight broadside followed broadside, producing a continuous flash and an uninterrupted roar. The smoke hid the antagonists from the spectators on shore, and they could not witness the manœuvres of the vessels as each endeavored to cross the other's bow in order to rake the deck of her opponent

from bow to stern. The *Richard* had lost several of her braces and would not readily obey her helm. The bowsprit of the *Serapis* chanced to cross the deck of the *Richard* near the mizzen-mast and Jones lashed it to the mast, swinging the stern of the *Serapis* around to the bow of the *Richard*. Their respective riggings became entangled and the muzzles of their guns often touched. The shots from the *Richard* had cut nearly through the masts of the *Serapis* and the 18-pounders on the *Serapis* had torn into one immense porthole the side of the *Richard*, exposing her guns and leaving the deck to be supported only by the stanchions. Her water-line was also so cut as to admit torrents of water. Each succeeding broadside carried with it more destruction. The marines on the quarter-deck of the *Richard* picked off the gunners of the *Serapis* before they could apply the match, and in turn succumbed to the murderous storm of grapeshot that swept the quarter-deck. Men in the riggings of each ship kept up an incessant firing on any exposed enemy. Captain Jones's battery of 12-pounders was silenced and the ships were drifting apart.

At this supreme moment Jones ordered his men to prepare to board the *Serapis*, and one hundred men stood ready. The vessels drifted together and Jones directed the two ships to be lashed broadside to broadside. They were so close that the gunners were obliged to run their rammers through the ports of the enemy's

ship to gain room to load their guns. The rigging was torn to shreds and the timbers shattered. The volume of smoke was so dense that the gunners could see the enemy only as the concussions for a moment cleared the air. With gleaming swords, exploding pistols and frenzied cries, one hundred men rushed over the side of the *Scrapis* to meet an equal number armed with pike, sabre and pistol, with defiant yells. In midnight darkness, lighted only by flashes from death-dealing engines of war, and enveloped in sulphurous smoke, the contending crews, now re-enforced by every available man in either ship, engaged in a hand-to-hand conflict on the deck of the *Scrapis*. They were no longer men, but demons butchering each other. Dead bodies strewed the deck slippery with blood. Prayers, oaths, shrieks, groans, yells, blended with clash of sabres and the ring of pistol shots, and yet one of the chief actors in the carnage had written to Lady Selkirk these words: "Humanity starts back from such scenes of horror and cannot sufficiently execrate the vile promoters of this detestable war."

The boarders were driven back to the bloody deck of the *Richard*, and at that moment the respective commanders stood, each on his own quarter-deck, within a few feet of the other.

It was too dark to see the ensigns, and Captain Pearson of the *Scrapis* shouted,

"Have you struck your flag?"

“No,” thundered the unconquered Jones, “I have not yet begun to fight.”

He ordered his men back to their guns, and serving them with his own hands, directed his broadsides so rapidly and with such precision that every shot told on the enemy's ship. His guns became heated from rapid firing, and each rebound shook the *Richard* from stem to stern. She was sinking. An officer went below and humanely released 300 prisoners confined in the hold. They rushed from death below to death above, as the guns of the *Serapis* were sweeping the deck. The rudder of the *Richard* was useless, and the fire in her hold was making toward the powder magazine. The prisoners were ordered to the pumps, and the powder was thrown into the sea. Such was the desperate condition on board the *Richard* two and a half hours after the first broadside had been fired.

Captain Pearson thought to end the conflict by boarding the *Richard*, but his party was met and driven back by Jones, who had anticipated this movement. Meanwhile the powder monkeys on the *Serapis* had in the confusion strewn the decks with the cartridges as they served the gunners, and a hand grenade thrown from the yard arm of the *Richard* fired the train, producing an awful explosion, killing twenty men and stripping the clothing from all on the deck. This deprived the guns of gunners, and at the same instant the mainmast of the *Serapis*, already cut by the shot from the *Richard*, went by the board, leaving the

ship a helpless wreck. Thereupon Captain Pearson, with his own hand, struck his flag.

Near the end of the fight the *Alliance*, which had stood aloof until then, made her appearance and discharged a broadside full into the stern of the *Richard*, and as she passed along her off side continued firing volley after volley into the broadside of the *Richard*, at the same time disregarding all signals made by Captain Jones. After this extraordinary conduct Captain Landais withdrew from the scene of action.

The captain and lieutenant of the *Scrapis* were taken on board the *Richard*, while the men between decks, in the absence of an order from the officers, continued the firing, not knowing that the ship had surrendered. The fight had consumed three and a half hours, and the world has never recorded in all its naval chronicles another sea fight combining the elements of heroism, daring, desperation and sanguinary results to equal that between the *Bon Homme Richard* and the *Scrapis*.

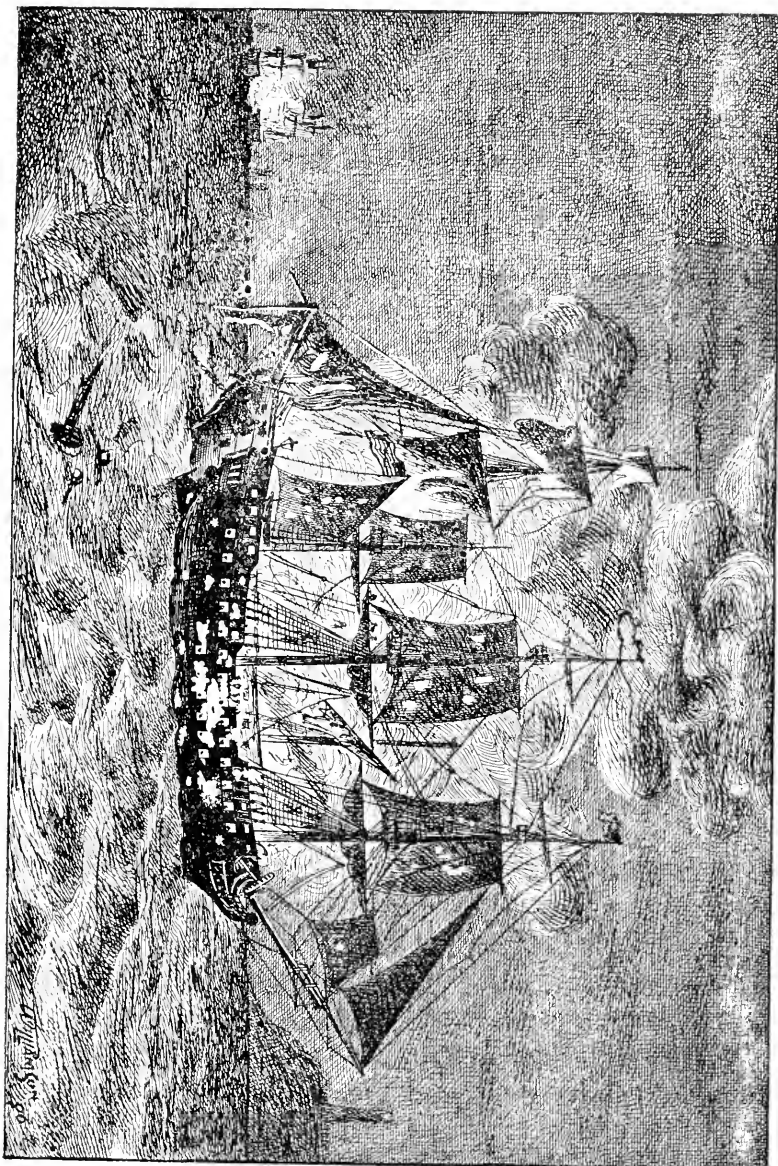
In his official journal Captain Jones wrote :

“A person must have been an eye-witness to form a just idea of the tremendous scene of carnage, wreck, and ruin that everywhere appeared. Humanity cannot but recoil from the prospect of such finished horror, and lament that war should produce such fatal consequences.”

Jones took possession of his shattered prize and transferred to it his crew. Finding that it was impossible to carry the *Richard* to port, the wounded were removed to the *Scrapis*, and standing on the deck of

From an old engraving.

Bon Homme Richard and Serapis.



his prize he saw the sea swallow up "the good old ship," and with her the forty-two bodies of her gallant seamen who gave up their lives to help win the fight. He took his disabled prize into the port of Texel, Holland.

Jones was the hero of the day. In France and America the enthusiasm was boundless, while in England he was characterized as "the American corsair, the pirate Paul Jones," and a price of 10,000 guineas was offered for him, dead or alive.

The Dutch government, fearing the displeasure of England, yet not desiring the French ships to leave its port, insisted that the American commodore, whose government Holland had not recognized, should leave Texel immediately with the American frigate *Alliance*. The British fleet watched the port to prevent his departure.

Before he left he learned of the exchange of prisoners, effected by Franklin, and had much satisfaction in the knowledge that the prisoners captured by him had by their exchange released from their long imprisonment all the American sailors in England. At Texel he also had the pleasure of meeting Captain Connyngham, who was among the exchanged prisoners. On the *Alliance* he shipped a picked crew of 427 men, mostly these very Americans, who had just been liberated from British prisons.

On December 26th he set sail through the North Sea by way of the Straits of Dover, in full view of the

British fleet in the Downs, past the Isle of Wight, through quite a fleet at Spithead, and past a number of cruising line-of-battle ships flying the British flag, over a route of 1500 miles without a single interruption, although every vessel in the British navy was on the lookout for him. He landed at Corunna, Spain, where he made needed repairs.

Entering the harbor of L'Orient, February 13, 1780, having in convoy the American ship *Livingston*, he went to Paris, where he was courted by all the nobility, and presented with a gold-handled sword by the king. The American commissioners paid him every honor; the king (Louis XVI) invested him with the Grand Cross of the Order of Military Merit. He was the nation's guest at the Grand Opera and was given the queen's box. On his appearance the entire audience rose to their feet, and greeted him with cheers such as only impulsive Frenchmen can give. As the opera proceeded a laurel wreath was, unknown to him, suspended over his head. When he discovered it he at once arose and left his seat, taking one in a far corner of the box. This incident has ever since been quoted to the French schoolboys as an example of modesty.

On returning to L'Orient he learned that his right to command the *Alliance* had been questioned by Captain Landais, whose claims were supported by Commissioner Lee. On going on board the ship he found that Captain Landais had actually assumed command

and that he had Commissioner Lee as a passenger for the United States.

The officers of the *Alliance*, including Jones and Dale, who would not consent to serve under Landais, were put on shore in a boat, and Jones at once repaired to Versailles and reported the affair to Franklin, who, upon consultation with the king, was directed to proceed to L'Orient and order the officer at the fort commanding the harbor to stop the *Alliance* and arrest Landais. It was thus in the power of Jones to fire upon the ship and take her by force, but from this action he desisted, and he allowed his old enemy to pass unharmed, rather than endanger the crew and the valuable cargo, so much needed by the patriot army in America.

The *Alliance* reached Philadelphia under her second officer, as the conduct of Landais on the voyage made it necessary to put him under restraint, Lee testifying against him. Even Jones, whom he had so greatly wronged, charitably pronounced him insane.

After delays from storms and escapes from shipwreck, in consequence of which he had to put back into port, Commodore Jones, on December 18, 1780, finally left L'Orient for America, with the *Ariel* heavily laden with supplies for the American army. He encountered the British frigate *Triumph*, Captain Pinder, and after a parley, during which Jones determined the strength of the enemy, the *Ariel* opened fire. It was a dark night, and the flash from her

broad-side lighted the sea and enabled the gunners of the *Triumph* to train her guns. The firing continued rapid and effective on both sides, and the conflict lasted ten minutes, when the *Triumph* struck her colors, and Captain Pinder cried for quarter, saying that half of his men were killed. With a few more broadsides Jones might have sunk the *Triumph*, and it was his duty to do this rather than allow her to escape. Relying, however, on the honor of the British commander, he accepted his unconditional surrender. The guns of the *Ariel* were abandoned, as the whole crew went upon deck to attend the wants of the wounded, and while they were thus engaged they saw the *Triumph* suddenly spread all sail and escape. As she could readily outsail the *Ariel* pursuit was useless.

On February 18, 1781, John Paul Jones arrived in Philadelphia after an absence of over three years. Here he was voted the thanks of Congress in three different resolutions and he received congratulatory letters from Washington, Hancock, Lafayette, and Adams. He was given charge of the construction of the frigate *America*, the largest 74-gun ship in the world, building at Portsmouth, N. H., and for sixteen months he devoted his tireless energies to superintending the building of the ship.

At a brilliant fête given to him at this time by the French minister, all the members of Congress being present, the minister, in the name of the King

of France, invested him with the Cross of Military Merit with which he had been honored while at Versailles.

Jones' hope, so long deferred, to command the best naval vessel afloat, was again to sicken his heart, as by act of Congress the *America* was transferred to the King of France to indemnify his government for the loss of the *Magnifique*, stranded in Boston Harbor, while serving the cause of Independence in America. Jones continued, however, to superintend the construction of the ship, and amid the acclamation of thousands of spectators he directed the French and American flags to be intertwined at her stern as she glided gracefully into her native element, November 5, 1782. The same day Chevalier Jones surrendered the *America* to Chevalier de Martigue.

He was then promised the command of the *Indian*, the fickle mistress who had eluded his grasp while on the stocks at Amsterdam. She was in the possession of the State of South Carolina, loaned by the King of France to that state to defend her sea-coast, and had been rechristened *South Carolina*. Before passing into possession of the United States Navy she was captured by a British frigate, and Jones was again left without a ship. He then joined the French fleet fitted out in Boston to cruise in the West Indies, but before operations actually began the war came to an end, and he sailed for England in 1787, thence crossing over to France.

Congress resolved, October 11, 1787, "That a medal of gold be struck and presented to Chevalier Paul Jones in commemoration of the valor and brilliant services of that officer, and that the Honorable Mr. Jefferson, Minister Plenipotentiary of the United States at the Court of Versailles, have the same executed with the proper device."

Captain Jones fought in the cause of Independence twenty-three sea battles and was never vanquished. He made seven successful descents upon towns, and he captured two ships of equal size as his own, and two far his superior in armament and strength. He captured numerous store-ships and smaller vessels, and spread alarm throughout Great Britain, causing her to fortify her ports. He forced the British to stop pillaging and burning in America, and secured for American prisoners fair treatment and exchange as prisoners of war.

He visited Denmark to prosecute a claim against the government, and from Copenhagen went to St. Petersburg, where he gained the friendship of the Empress Catherine, and was by her invested with the command of the Russian fleet operating against Turkey, at the mouth of the Dneiper. He was commissioned Admiral, and won repeated victories over the Turks. Upon entering the service he had reserved the right to leave at any time that America might need his services, and not to be called, in any event, to fight against either America or France. This conditional

enlistment hindered his advancement in rank, and finally becoming dissatisfied with the service, he resigned and returned to Paris.

He received but a moiety of the prize money earned by him, and was still petitioning the French government for a settlement of his claims when he died, unhappy and disappointed, July 18, 1792. The same year the President of the United States had appointed him Commissioner and Consul to Algiers, but he did not live to receive his commission.

VII.

RICHARD DALE.

“A person must have been an eye-witness to form a just idea of the tremendous scene of carnage, wreck and ruin that everywhere appeared. Humanity cannot but recoil from the prospect of such finished horror and lament that war should produce such fatal consequences.” — *John Paul Jones*.

In our account of the famous action with the *Scrapis* as given in the chapter devoted to the narrative of the exploits of John Paul Jones, we purposely omitted the part in the action played by Richard Dale as it could be more effectually told in the sketch of his life.

He was a Virginian by birth, his father being a man of moderate means who lived in Norfolk county, and Richard, born November 6, 1756, was the eldest of five children. Left fatherless at an early age, the boy was placed in the care of friends. He was ambitious to be a sailor, and when twelve years old sailed with his uncle, master of a vessel, in a voyage to Liverpool. He returned after an interesting experience of six months, reaching Norfolk in the summer of 1769, and remained at home till the spring of 1770, when he was bound an apprentice to Colonel Thomas Newton, a shipping merchant of Norfolk trading with the West Indies.

He made repeated voyages, and met with the usual mishaps incident to apprenticeship as a sailor. His



Ri. Dale

first fall was from the spars lying across the belfry and the gallows, a distance of fifteen to twenty feet, in which he sustained no injury save a severe shaking up. His next accident was while the vessel was sailing rapidly before the wind and the jib-sheet swept him from the deck overboard. Being an experienced swimmer he supported himself for a full hour after the vessel was rounded to before he was rescued.

Colonel Newton made him chief officer of a valuable brig in 1775. His promotion however did not satisfy his spirit of adventure and when the war for Independence took definite shape he determined to take part in the conflict.

He engaged as a lieutenant on a vessel of war which was being fitted out at City Point by the State of Virginia to prey against British commerce. Norfolk was in the hands of the British, and an armed fleet occupied the harbor.

Lieutenant Dale was sent up the James river to Sandy Point in a small boat to procure a cannon for the war schooner. On his return he was captured by the tender of a British frigate, carried to Norfolk and placed in confinement in the prison-ship where he remained several weeks. A schoolmate, Bridges Gutheridge, was in command of a tender in the service of the crown, and Dale, with no hope of speedy release, was induced by his friend to join the service of the crown. Together they cruised up the Rappahannock river and had several engagements with the vessels of the Vir-

ginia navy in which they had several men killed. Dale himself was seriously wounded in the head by a musket ball and was taken by his companion back to Norfolk where he was confined in the hospital for several weeks.

These were weeks of reflection to our young hero who had been too easily persuaded to desert his country and join the enemy. To use his own words he resolved "never again to put himself in the way of the balls of his country."

Upon his recovery he sailed for Bermuda with William Gutheridge, and when on the voyage back to Norfolk the vessel was captured in July, 1776, by the United States brig *Lexington*, Captain John Barry. On the day of his capture Dale told his story honestly and unreservedly to Captain Barry, who forthwith accepted him as a midshipman in the service of the United States.

A short time afterward while continuing the cruise the *Lexington* was struck by lightning, and Midshipman Dale and the others on deck were rendered senseless by the stroke. They gradually recovered and the brig continued on her course to Philadelphia, where Captain Barry was transferred to the command of a frigate, and the *Lexington* passed to the command of Captain Hallock, Dale continuing on the vessel as master's mate. After a cruise to Cape François, in the fall of 1776, she was on her return to the United States, and when off the capes of Virginia was taken by the British frigate, whose tender had captured

Dale when he was a lieutenant in the Virginia Navy in the early spring. A sudden gale parted the two vessels after Captain Hallock, Mate Dale, and four of the crew had been taken on board the Captain's vessel, and the remaining officers and crew retook the *Lexington* and sailed her safely into Baltimore.

In January, 1777, the captives were released at Cape Henlopen, whence Dale made his way to Philadelphia. There he found the *Lexington* in command of Captain Henry Johnson, and was ordered to that vessel as second mate.

They sailed from Baltimore for Bordeaux, France, with despatches from the Continental Congress. On the way over the *Lexington* captured several prizes, and proceeded to Nantes. The United States ship *Reprisal* armed with sixteen 6-pounders, and commanded by Captain Lambert Wickes, and the cutter *Dolphin* carrying ten 4-pounders, commanded by Lieutenant Nicholson, joined the *Lexington*, and this fleet under Captain Wickes cruised among the coasting trade of the British islands in May and June, 1777, capturing, despoiling and sinking many prizes.

Finally a 74-gun British frigate separated the little fleet but they all reached French ports although in the chase the *Reprisal* had thrown overboard her guns to lighten the ship.

In September, 1777, Lieutenant Dale sailed in the *Lexington*, Captain Johnson, from Morlaix for the United States. On the morning of the 19th they had

an action with the English cutter *Alert* mounting ten 6-pounders. The *Lexington* was unprepared for battle and no matches were at hand for firing the guns, which the gunners discharged by means of their muskets until the matches were prepared. The action was sustained for nearly two hours with unwavering resolution on both sides. The *Lexington*, which was manifestly at a disadvantage from the start, was badly cut in deck and sail and had lost several officers and men. The heroic and unconquerable gallantry, which was even then the acknowledged characteristic of American seamen, would not give up the unequal conflict until almost the last shot had been expended, when Captain Johnson availed himself of a favorable breeze to crowd sail and effect an escape. The speed could not be maintained, however, and the *Alert* after four hours' chase overtook the *Lexington*. The conflict was renewed with increased obstinacy on both sides. After exhausting everything on board available as a substitute for shot, the brig being literally a wreck, and the first lieutenant, sailing-master, captain of marines and at least half the men being killed and many of the remaining officers badly wounded, nothing remained but to strike the flag to the *Alert*. The crew of the cutter greatly outnumbered that of the *Lexington*, and consisted of experienced and picked men, while the *Lexington* had raw recruits as marines, and the officers and crew were without experience, only two or three having ever been in a fight before.

The American prisoners were carried to Plymouth, England, and were there subjected to a rigorous examination to determine to what country they belonged, as many British subjects were serving on American privateers. Captain Johnson, Lieutenant Dale and the men were committed to Mill Prison on a charge of high treason. They were exposed to every indignity possible to be practiced upon condemned culprits, and after four months' confinement the public sense of justice was aroused, as the sufferings of these and other American prisoners in English dungeons became known through the few who escaped. The friends of justice in England subscribed £17,000 for the benefit of these unfortunate men, and the subscribers appointed a committee to inquire into the matter. With the sanction of Parliament they visited the prison and supplied the Americans with money, provisions and clothing.

Captain Johnson and Lieutenant Dale, having regained some of their wonted strength from the food so humanely furnished, laid plans to escape. After weeks of surreptitious labor they actually dug their way under the walls of the prison, using their fingers to loosen the dirt and carrying it in their pockets until, while out for their daily exercise in the prison yard, and when the sentry's back was turned, they could quietly distribute it as they walked. Thus Captain Johnson, Lieutenant Dale and their crew made their way to liberty through their secret tunnel under the walls one night in the month of February, 1778.

After wandering for more than a week and encountering many hardships and privations they divided company and Dale with two or three of his crew safely reached London, where they embarked on a trading vessel bound for Dunkirk.

Before the vessel could sail they were apprehended and re-committed to the same prison from which they had escaped. They were confined in the "black hole" for forty days, and were then given more enlarged liberty which Dale enjoyed for three months, when for singing "rebellious songs" he was re-committed to the "black hole."

He again escaped, this time by boldly walking past the guards, in the disguise of a British soldier. The secret as to how he obtained his disguise Dale would not to his dying day disclose, and it was thought by many to have been at the expense of the life of the soldier wearing the uniform.

He reached London in February, 1779, obtained a passport from the proper authority, and sailed for L'Orient, France, whence he repaired to Paris.

John Paul Jones had succeeded in obtaining the *Bon Homme Richard*, and was then in search of American seamen to man her. On the application of Dale for a berth, the discriminating eye of Captain Jones detected the mettle of the young sailor, and after thoroughly testing his efficiency by employing him to aid in manning the American ship, he made him his first lieutenant.

Lieutenant Dale found the *Bon Homme Richard* to be an old Indiaman which had been a single-decked ship with a quarter-deck and fore-castle. Commodore Jones had caused twelve ports to be cut in the gun-room below, where six old 18-pounders were mounted. It was planned to fight these guns either side in smooth water. On her main gun deck she had twenty-eight ports, resembling in construction an English thirty-eight, by the old mode of rating. These were provided with 12-pounders. The quarter-deck and fore-castle had a battery of four 9-pounders each, aggregating 42 guns, making her armament the same as that of a 32-gun frigate,—if the lower gun deck with the six old, and, as they proved, worse than useless 18-pounders were not counted. He also found the vessel to have a high old-fashioned poop resembling a tower after the style prevalent in the early part of the eighteenth century. Except the general officers, the sea officers on the quarter and forward decks, and the gunners, the crew was made up from all nations, and in order to keep these under submission, one hundred and thirty-five soldiers or marines, also of mixed nationalities, were put on board. This made the total number on board three hundred and eighty, with all the officers and the gunners, Americans by birth or adoption.

The *Richard*, as she was familiarly designated by the sailors, was accompanied on a cruise around the British Isles in search of prizes, by the American ship

Alliance, 36 guns, loaned to France and officered and manned by Frenchmen; the *Pallas*, 32 guns; the brig *Revenge*, 16 guns; and a cutter of 10 guns; all under the command of Commodore John Paul Jones. Of this fleet the *Alliance* and the cutter became detached and the other three vessels proceeded to the North Sea where it was determined to lay the town of Leith, Scotland, under tribute of £250,000 on pain of destruction by the fire from the fleet.

This bold project was planned by the intrepid Jones, and gallantly seconded by Dale, who had felt the sting of British cruelty till it had extinguished pity from his heart. He predicted an easy accomplishment of their purpose. They appeared before the town on September 17, 1779, the marines were ready to be landed under a French commander, while Dale headed the seamen and was taking his place in the boat. Just then a squall arose and drove the entire fleet out of the Firth, by which time the whole town was alarmed and the exploit had to be abandoned.

Jones and Dale then planned to return and burn the shipping in the port, but after the officers of his own ship had announced their readiness to carry out the scheme and were anxious to be led into a danger that meant success or extermination, the more conservative commanders of the other vessels refused to co-operate, and their project failed of execution. Fearing that the Americans would in spite of their protest lead into the action, and thus force their support or leave

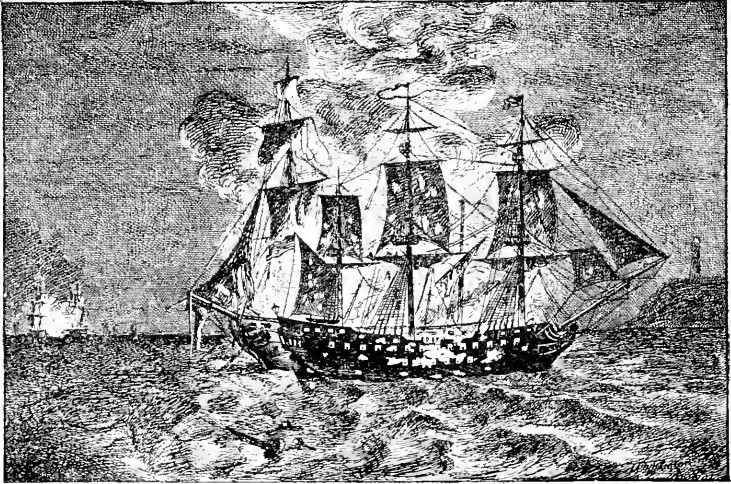
them to destruction, the *Vengeance* and the *Pallas* left the *Richard*. They all came together again, however, off Whitley, and they continued their depredations on the British commerce and captured and destroyed many vessels.

The whole coast was alarmed, and the inhabitants were burying their plate, expecting at any moment a descent upon their homes. The news of the attempt on Leith and its almost miraculous escape, spread terror through the towns, and the knowledge that at least a dozen ships and brigs had been captured and as many destroyed in the very presence of a powerful British navy led the admiralty to make extraordinary efforts to destroy the American and French fleets.

Commodore Jones not deeming it safe in view of the general alarm to remain close by shore, stood out towards Flamborough Head. Here he encountered a fleet of forty sails, consisting of Baltic ships under convoy of the British man-of-war *Serapis*, Captain Richard Pearson, and a hired ship, the *Countess of Scarborough*, 22 guns, Captain Piercy.

The *Serapis* mounted twenty 18-pounders on her lower gun-deck, twenty 9-pounders on her upper gun-deck and five 6-pounders in both her quarter-deck and fore-castle, an armament of 50 guns with a regular trained man-of-war's crew of 320 men. The *Richard* had dispatched a second lieutenant, a mid-shipman and six men to take some small vessels, and when she encountered the *Serapis* these were

absent as was a boat load of sailors carried off by a traitorous British boatswain. This left Commodore Jones, Lieutenant Dale and an inadequate number of subordinate officers, to manage a mixed and undisciplined crew speaking different languages, few understanding the English language thoroughly.



Bon Homme Richard and Serapis.

From an old wood-cut engraved in 1831.

Despite this disadvantage, Jones determined to push the fight, and at the first round two of the 18-pounders on the lower gun-deck of the *Richard* burst, the explosions destroying the main gun-deck and disabling the guns occupying the position directly over the now useless heavy guns. The accident killed several gunners and a number of the crew. After fighting for some time and nearly an hour before the

Serapis struck her colors, the men from below reported the *Richard* sinking. This caused a panic and the master-at-arms let loose all the prisoners confined in the after hold, that they might save themselves from drowning like rats shut up in a box. These terrified beings became an impediment to working the guns or directing the ship. Lieutenant Dale was directed below and his report allayed the fears. He at once ordered the prisoners to man the pumps and keep the ship afloat, and he saw his order carried out by determined authority, thus restoring order out of confusion.

The gangway to the powder magazines had become blocked by the excess of idle men rushing here and there, and the guns of the *Richard* had become silent. At this critical moment an English captain released from confinement leaped to the deck of the *Serapis* and informed Captain Pearson of the condition on board the *Richard*, begging him to hold out a little longer as the *Richard* would soon strike or sink. The only guns available on the *Richard* were three on the quarter deck, while the *Serapis* had only three on her lower deck in working order.

At this juncture the *Alliance* came up and Captain Landais, instead of obeying Commodore Jones' order to "lay the *Serapis* aboard on the larboard side," fired a broadside into the sinking *Richard* which killed the master's mate and the boatswain's mate and wounded several men, doing no damage to the enemy. He then stood some distance in his course, tacked, ran athwart

the stern of the *Serapis* and the bow of the *Richard*, and with a broadside raked both ships. The *Serapis* soon struck her colors, and Lieutenant Dale with the help of the main brace pennant of the *Richard* swung himself on board the *Serapis* where he met Captain Pearson on the quarter deck. Dale was followed by Midshipman Mayrant and several men. He found but one man on the main-deck of the *Serapis*, the rest being below, or on the upper gun-deck. These made a slight resistance as they would not believe that the flag had been struck until so assured by Captain Pearson. There had been an exciting time on board both vessels for two hours. The ships had been so close together that the sides of the opposing ship had hindered the working of the guns. The gunners used the port holes of the enemy's ship and the openings caused by the shot to give play to the rammer in sending home the cartridges. The wadding had lodged in the riggings and after setting fire to the spars and sails dropped on the powder-strewn decks to further spread the flames.

Heroic sailors on board the *Richard* had mounted to the main top where they picked off the gunners of the *Serapis*. They even ventured out in the main-yard directly over the hatchway of the *Serapis* and dropped hand-grenades into her lower deck strewn with powder, which had been scattered by the excited "monkeys" as they served the gunners. Thus the entire deck was turned into a charnel house.

Lieutenant Dale had been wounded early in the fight, but it was not till he had gained possession of the *Scrapis*, conveyed the British officers prisoners on board the *Richard* and returned to go below and stop the fire of the *Scrapis* gunners, that he found himself deprived of the use of one leg.

The loss on the *Richard* was forty-nine killed and sixty-seven wounded, many having undergone the amputation of a leg or an arm during the continuance of the fight. The loss on board the *Scrapis* was about the same. The crew and prisoners on board the *Richard* together with the wounded, were conveyed to the deck of the *Scrapis*, and the *Richard* with her gallant and heroic dead and with the Stars and Stripes flying, found a grave in the sea off Flamborough Head.

The rest of the squadron sailed for Texel, Holland, where it arrived October 6, 1779. Here Commodore Jones took command of the *Alliance* and Dale accompanied him as his first lieutenant. They sailed from Texel, in January, 1780, on a cruise and arrived at L'Orient, France, in March. Jones then went to Paris to report to the United States commissioners, and during his absence Captain Landais, through the friendly offices of United States Commissioner Arthur Lee, regained possession of the *Alliance* and undertook to influence Lieutenant Dale to join him as second officer. This the gallant and faithful lieutenant refused to do, protesting against the movement

in the absence of his superior. He avowed his willingness to make the effort to recover the ship even at the hazard of his life.

When Jones learned of the loss of his ship, he went to the king, who authorized him to use the guns of the fort to stop the *Alliance*, but rather than imperil the ship and her crew he allowed the unfaithful captain to depart in peace. Captain Jones and Lieutenant Dale were given by the king the *Ariel*, a British twenty-gun ship captured by a French frigate, and they sailed in her for America in October, 1780, but were driven back by a storm and, after refitting, sailed again in January, 1781, arriving in Philadelphia on February 18th following.

Dale was then placed in command of the fleet of schooners belonging to the State of Pennsylvania, which were armed and manned from the *Ariel* and used to convoy vessels with public stores to the city. He was next appointed to the United States frigate *Trumbull*, 28 guns, Captain James Nicholson, then senior commander of the United States Navy.

In August, 1781, they sailed from the capes of Delaware, and before they had been out many hours fell in with the British frigate *Iris*, 32 guns, and the sloop of war *General Monk*, 18 guns. These gave chase to the *Trumbull*, and in her anxiety to escape she had fore topmasts and fore topgallantmasts carried away in the terrific storm then at its height. This crippled her speed, and Captain Nicholson hoping

to elude his pursuers in the darkness, put his ship about before the wind. After sailing for a time he was surprised to find the *Iris* and the *General Monk* alongside, the British captain having evidently anticipated the object of the movement. The *Trumbull* was taken unawares and her crew, being raw men, refused to fight. The contest was unequal and hopeless, and after a gallant resistance for a time, the guns being manned by the officers with a few reliable seamen, Captain Nicholson struck the colors to save a needless loss of life. As it was, Lieutenant Dale and Lieutenant Murray were severely wounded.

The captain of the *Iris* carried his prize into the port of New York and the wounded lieutenants were placed on parole. Upon being exchanged, Dale returned to Philadelphia in November, 1781. There he found that the marine committee had discontinued an aggressive naval warfare, depending on the ships in commission, the French fleet, and the privateers to annoy the British commerce. At the same time the British admiralty was authorized by Parliament to keep 85,000 men, including the marines employed in the English navy. Lieutenant Dale thereupon engaged in the merchant service sailing on a ship engaged in trade with China.

In June, 1794, the government appointed six captains for the naval establishment and Dale was made one of these. He was given the fourth place in rank, and was appointed to superintend the building of a

frigate of the first-class at Norfolk. This project was abandoned, and Captain Dale again returned to the merchant service.

In May, 1798, he was ordered to the command of the *Ganges*, the first man-of-war put to sea by the re-organized navy under the constitution of the United States. In view of threatened disturbance with France, he was ordered to cruise between Long Island and the Virginia capes, to capture all French cruisers hovering on the coast, and to re-capture all prizes they might have in convoy. A dispute in rank caused Dale to obtain a furlough and he returned to the Canton trade.

In May, 1801, the flagstaff of the American consulate at Tripoli was cut down, and in the act war was declared. Commodore Dale was appointed to the command of the squadron of observation to cruise in the Mediterranean and he hoisted the broad pennant on the *President*, Captain James Barron. The other vessels were the *Philadelphia*, Captain Samuel Barron, the *Essex*, Captain William Bainbridge, and the schooner *Enterprise*, Lieutenant Andrew Stewart.

The fleet reached the straits of Gibraltar on July 1, 1801, in the nick of time, as Commander Dale found anchored there a ship with twenty-six nines and sixes and two hundred and sixty men, commanded by the high admiral of Tripoli, and a brig with 16 guns and one hundred and sixty men.

The Bey of Tripoli had indeed declared war against the United States, and the admiral was to sweep the ocean of American trade, at that time very active and rich in freights.

To prevent his escape Commodore Dale ordered Capt. Samuel Barron of the *Philadelphia* to lie off Gibraltar, and if the admiral ventured out, to capture him. Distributing his other vessels wherever their protection to American commerce was most needed, he repaired on his flag-ship to Tripoli and blockaded the port. He opened negotiations with the Bey without obtaining any definite results, but the presence of the American fleet was more potent in keeping the peace than the tribute money before so lavishly furnished, and proved more effective in protecting American commerce and determining aggressive movements in the part of the Bey.

In March, 1802, the Commodore having carried out his purpose, sailed for the United States with the *President* arriving in Hampton Roads in April. In the fall of 1802 he was ordered by the Navy department to hold himself in readiness to resume command of the squadron which was to sail in the following spring for the Mediterranean. He was directed to command the flagship himself; not carrying a captain as on his former cruise. This direction he considered it his duty to decline, as "regard for the honor of his country and for his own character would not permit him to return to the command in

a less dignified station than he had enjoyed before."

He resigned from the service and settled in Philadelphia, giving two of his sons to the naval service of his country. He originated a Mariners' church in Philadelphia and attended the service in person every Sunday afternoon. He devoted his fortune to charity, especially among the mariners.

His eldest son, a midshipman, was killed on board the *President* while in action with a British squadron. The second son became a commander in the navy, and the youngest became a merchant in Philadelphia. One of his daughters was married to Judge Pettit of Philadelphia, and his youngest became the wife of Commodore Read, United States Navy.

Commodore Dale died in Philadelphia, Pa., Feb. 26, 1826.

Cooper says of him: "Jones found him a man ready and willing to second all his boldest and most hazardous attempts, so long as reason showed the probabilities of success; but the deed done, none more thoroughly stripped it of all false coloring or viewed it in a truer light than he who had risked his life in aiming to achieve it."

VIII.

JOHN BARRY.

“Not the value or command of the whole British navy would seduce me from the cause of my country.” — *John Barry*.

John Barry, the Irish sailor-boy and American naval hero, whom British gold could not buy, was born in County Wexford, Ireland, in 1745. He came to America in 1760 and settled in Philadelphia, if a sailor can be said to settle anywhere. The lad continued to follow the sea and soon rose to the command of a ship, finally becoming a ship-master in his adopted city.

He was fast accumulating wealth when the Continental Congress asked him to take charge of the building of the first naval fleet that sailed from Philadelphia. To this patriotic duty he sacrificed his business, and when the brig *Lexington*, 16 guns, the first finished of the fleet, was ready to sail, he was placed in command. In November, 1775, he started on a cruise, in which he succeeded in clearing the coast of a swarm of British privateers that were annoying the commerce of the colonists and pillaging the towns and villages on the tide-water along the coast south of New York. His first prize was the *Edward*, an armed tender to the *Liverpool*, which he captured

off the capes of Virginia, April 17, 1775 after an exciting and close action that lasted an hour. The *Edward* was nearly cut to pieces and lost a considerable number of her men, while the *Lexington* lost only four killed and wounded.

This was the first capture of a vessel of war made by a regularly commissioned American cruiser in



Captain John Barry.

battle, and in October, 1776, Captain Barry received the seventh place in the regular list of captains in the United States Navy. He was appointed to the command of the *Effingham*, 28 guns, one of the largest ships built at Philadelphia.

While the *Effingham* was in the Delaware, he with twenty-eight men made an attack in four boats on the blockading squadron in the river below Philadelphia. He captured a schooner of 10 guns and thirty-

two men, together with four transports with provisions for the British army in Philadelphia. On the approach of two English cruisers he destroyed his prizes and escaped to the shore without the loss of a man.

Shortly afterward the *Effingham* was bonded to prevent her falling into the hands of the British, and Captain Barry served under Washington in the army operating in New Jersey.

An investigation connected with the loss of the *Alfred* in 1778, had relieved Captain Thomas Thompson, senior officer of the fleet at Boston, of the command of the *Raleigh*, 32 guns, and Captain Barry was given the ship.

Under his orders the *Raleigh* left that port September 25, 1778, to convoy a brig and sloop. The same day she was chased by two ships, but they were lost in the darkness of the fog, and to be prepared for any emergency Captain Barry ordered his ship cleared for action. They played hide-and-seek in the fog for two days, and at 5 P. M. on the second day one of the strangers displayed the royal ensign of St. George and showed a battery of 14 guns on one side on her two decks.

At this the *Raleigh* delivered a broadside in passing which was answered and a general engagement followed, costing the *Raleigh* her foretopmast and her mizzen topgallantmast. Her broadsides, however, so annoyed the stranger that she spread her canvas and changed her position to rake the *Raleigh*, but Captain

Barry brought his ship up alongside the stranger and made an attempt to board her which the spread of canvas on the stranger easily thwarted.

By this time the second stranger hove in sight and Captain Barry, after a counsel of his officers, decided to attempt to beach the *Raleigh* and thus escape.

The strangers followed closely keeping up a lively firing, and about midnight hauled off after an engagement of seven hours, much of the time at close range to the great damage of the sails, rigging and spars of the *Raleigh*.

After losing sight of the enemy Captain Barry cleared his rigging, keeping headed for the shore, when the strangers reappeared and opened fire at close range, which the *Raleigh* answered with her stern guns until she grounded, when the larger of the strangers to avoid a like fate withdrew to a safe distance, both vessels keeping up a fire from a position on the *Raleigh's* quarter. Finding that the island on which he struck was rocky, Barry determined to land and fortify his crew and then to burn his ship.

With this purpose in view he landed with a portion of his crew, and when the boats returned for the next detail they found that the petty officer left in command had struck her flag and surrendered the ship, which soon floated and was carried away a prize.

The strangers proved to be the *Experiment*, 50 guns, Captain Wallace, and the *Unicorn*, 28 guns. It was the *Unicorn* that had so obstinately fought the

Raleigh. She had lost ten men killed and was badly cut up. The *Raleigh* lost 25 killed and wounded. Captain Barry and the portion of the crew on the island, Wooden Ball, off the coast of Maine, escaped to the main land.

When Captain Landais was dismissed from the service Captain Barry was given command of the



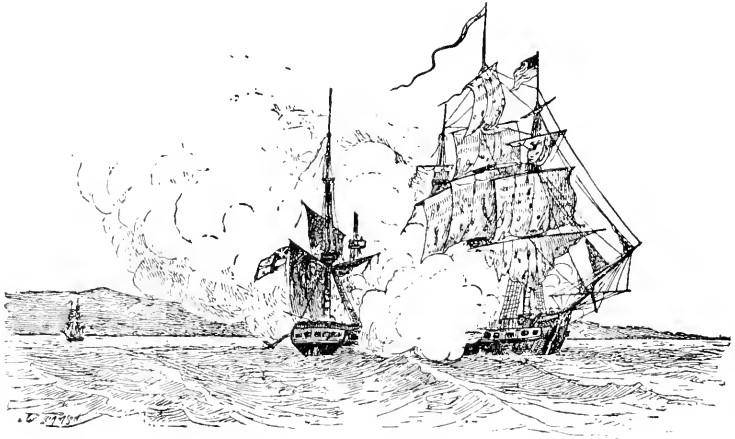
Henry Laurens

Alliance, 32 guns, which had taken so inglorious a part in the fight between the *Bon Homme Richard* and the *Scrapis*.

In February, 1781, he sailed from Boston for France having as a passenger Colonel Henry Laurens charged with an important mission to the French Court. He landed Colonel Laurens and taking in convoy the *Marquis de la Fayette*, 40 guns, laden with

stores for the American army, he sailed from L'Orient March 31, 1781. When three days out he fell in with the *Mars*, 26 guns and 112 men, and the *Minerva*, 10 guns and 55 men, both of which were captured without offering resistance. He then left the prizes in charge of the *La Fayette*.

On May 29th he encountered the *Atalanta*, 16 guns



Engagement between the *Atalanta* and the *Alliance*.

and 130 men, Captain Edwards, and the *Trepassy*, 14 guns and 80 men, Captain Smith. They attacked the *Alliance* on her quarter where she could bring but few of her guns to bear. The sea was a dead calm and it was impossible to wear the *Alliance*. After an hour's conflict in this unfavorable position Captain Barry received a grape shot in his shoulder and was carried below. At the same time the ensign of the

Alliance was shot away. With this the British crew left their guns and joined in shouts of victory.

Just then a breeze filled the sails of the *Alliance* and the pilot lay her broadside to the two contestants. One volley from the guns of the *Alliance*, now first brought into play, sent the enemy to their guns, and after a short engagement the two ships struck their colors to the *Alliance*, and Captain Barry sent officers on board to command the prizes.

The cost to the *Alliance* was eleven men killed and twenty-one wounded. The *Trepassy* was sent into an English port with all the prisoners under a cartel, and the *Atalanta* was re-captured by the British squadron cruising off Boston.

In the fall of 1781 orders were received from Congress to fit out the *Alliance* for the purpose of carrying the Marquis de la Fayette and the Count de Noailles to France on public business.

Captain Barry sailed to Boston, where in December 25, 1781, he took his distinguished guests on board and carried them safely to L'Orient, and remained in France the guest of the American commissioners for several weeks. He left France in February, 1782, and cruised with marked success for about a year capturing many valuable prizes. He was ordered to Havana to take on board a quantity of specie needed for the use of the Bank of North America and indirectly for the United States government through Robert Morris, Minister of Finance.

The selection of Captain Barry for this service came through his early connection as a young man with Mr. Willing and Mr. Nixon, both officially connected with the Bank of North America, and with Mr. Morris also a director of the bank. During his employment by these gentlemen he had won their unreserved confidence and their friendship was sincere and lasting.

Captain Barry had in company as an extra precaution for safety the continental ship *Luzerne*, 20 guns, Captain Green. They left Havana in March, 1783, and soon after discovered three frigates two leagues distant directly ahead and in their course. The American ships hove about and the enemy gave chase. The *Luzerne* not sailing as fast as the *Alliance*, Commodore Barry ordered her guns to be thrown overboard. A sail was then seen on her weather-bow bearing down on them and the *Alliance* made a signal which was answered; the vessel proving to be a French ship of 50 guns. Relying upon her assistance the commodore determined to bring the headmost of the enemy's ships to action. He gave directions to his gunners against haste in firing before word was given, and encouraged his crew to strictly obey orders. Being thus prepared for action he came up to the enemy's ship, which proved to be the sloop-of-war *Sybil*, 30 guns, about the size and metal of the *Alliance*. A severe engagement followed, and it was quite apparent that the *Alliance* was gaining the

advantage as the *Sybil's* guns were fired infrequently, and after an action of fifty minutes a signal of distress was hoisted, when her consorts came to her rescue, and the *Alliance* being unsupported by the French frigate, drew off with a loss of three killed and eleven wounded. The loss of the *Sybil*, whose commander was Captain James Vashan, was afterwards ascertained to have been thirty-seven killed and fifty wounded. The other English frigates were watching the movements of the French frigate, the captain of which upon coming up with the *Alliance*, assigned as a reason for keeping aloof from the action, that he was apprehensive that the *Alliance* had been taken, and that the engagement was only a decoy on the part of the English captain. Chase was made but the French ship being a slow sailer it was abandoned. Captain Vashan confessed that he had never seen a ship so ably fought as the *Alliance*; that he had never before, to use his own words, "received such a drubbing, and that he was indebted to the assistance of his consorts for his escape."

In 1794 Barry was named as senior officer of the United States Navy, and he assumed command of the *United States*, 44 guns, of which he had superintended the building.

The following incident of the high degree of honor and patriotism of John Barry and the estimate in which his services were regarded by the enemy is recorded: "General Howe appreciating the Commodore's char-

acter and thinking him important to the successful progress and issue of the contest made an attempt to detach him from his country. For this purpose he authorized an offer to the Commodore of fifteen or twenty thousand guineas and the command of the best frigate in the English Navy. The general availed himself of a period that seemed to him the most auspicious to the accomplishment of his object; it was when the metropolis was in the possession of the British, when the enemy triumphed, and even the best friends of America began to despair."

"The offer was rejected with the indignation of insulted patriotism."

"The answer he returned to the general was that 'he had devoted himself to the cause of his country and that not the value or command of the whole British fleet could seduce him from it.'" Commodore John Barry died in Philadelphia, Pa., September 13, 1803.

IX.

NICHOLAS BIDDLE.

“Ardent, ambitious, fearless, intelligent, and persevering, he had all the qualities of a great naval captain. * * * For so short a career, scarcely any other has been so brilliant.” — *J. Fenimore Cooper in “History of the Navy.”*

The first of the early American Naval Heroes to devote his life to the cause of colonial independence and the first to give it up, in freedom's behalf, was Nicholas Biddle, a commodore in the United States Navy.

He was born in Philadelphia, Pa., September 10, 1750, and was the sixth son of William Biddle, a citizen of the colony of West Jersey, who removed to Philadelphia early in 1750. His mother was a daughter of Nicholas Scull, who for many years was surveyor general of Pennsylvania, and from his grandfather William Biddle, one of the first settlers and proprietors of the colony, his father inherited a large fortune which he lost in trade and in endorsing for a friend.

Nicholas went to sea when thirteen years old and was shipwrecked, thus gaining experience and renown as a skillful sailor. His vessel left the Bay of Honduras in December, 1765, bound for Antigua, and on January 2, 1766, was cast upon a shoal known as the Northern Triangles. The crew were on the wreck in a heavy gale for two nights, when the ship breaking

up they took to their yawl, the long boat having been lost. It was with great difficulty and hazard that they reached what proved to be an uninhabited island some leagues from the reef on which the ship had been wrecked. They managed to secure some provisions from the wreck and to refit the yawl for a longer voyage in search of help. As the yawl was too small



Captain Nicholas Biddle.

to carry all the crew, they drew lots to determine who should remain on the island and young Biddle was among the number left behind. Thus he and three companions were alone on the island. Their provisions were soon exhausted and the water was found to be unfit for drinking. They were in a desperate condition and two months passed before they were rescued.

This experience had in no wise discouraged the young sailor, and the coolness and decision with which he acted in the midst of the perils, had encouraged his companions who were much older and more experienced seamen. They readily submitted to his dictation and credited him with saving their lives. After reaching home he remained but a short time, soon taking berth on a vessel trading with England and afterward making several European voyages, in which he acquired a thorough knowledge of seamanship.

A dispute in relation to the ownership of Falkland's Island in 1770 threatened a war between Great Britain and Spain, and England was likely to require additional men to man her warships. Young Biddle at once decided to offer his services to the British admiralty, and he went to London with letters of recommendation from Thomas Willing, president of the Bank of North America to his brother-in-law, Captain, afterward Admiral Sterling, on whose ship young Biddle served for some time as midshipman.

When the danger of a war with Spain was over, the American midshipman wished to return home, but Captain Sterling persuaded him to remain in the service, with assurances that he would use his influence to secure promotion. Biddle's disposition, however, could not contemplate an inactive life on a British man-of-war in time of peace and he was impatient to change to more stirring scenes.

An opportunity was presented in 1773 when a voyage of discovery was undertaken, at the request of the Royal Geographical society, in order to ascertain how far navigation was practicable in the direction of the North Pole, as the ambition of the merchants of London was to discover a north-west passage to shorten the voyage to China and India. The expedition was also charged with making such astronomical observations as might prove serviceable to navigation. The British admiralty had fitted out two vessels, the *Race Horse* and the *Carcase*, and the command was given to the Honorable Captain Phipps afterward Lord Mulgrave. The ships were fitted out with extraordinary precaution and the crews selected were picked men, a positive order having been issued that no boys should be received on board.

The bold and enterprising midshipman saw in this expedition great attraction, and he went to Captain Sterling and asked to be transferred to the *Race Horse* or the *Carcase*. Captain Sterling was unwilling to lose so useful an officer and would not consent to the transfer. The temptation was irresistible, however, and young Biddle took off his uniform, dressed in civilian clothes, and entered before the mast on board the *Carcase*. Here he met an old seaman who had formerly served under him and who was deeply pained to see his young friend before the mast, supposing he must have been placed there in disgrace. When he learned the true cause of the young officer's

disguise he kept his secret. The same spirit that impelled Biddle to make a sacrifice to carry out his ambition to see and take part in stirring scenes, possessed the breast of young Horatio, afterward Lord Nelson, who was subsequently to lead the English Navy to victory in the battles of the Nile and at Trafalgar. He too had applied to be transferred to the expedition and had taken his place before the mast in order to gain his desire. Both young adventurers were appointed cockswains, a station given only to the most active and trusty seamen.

The ships penetrated the icy waters of the Arctic sea as far north as latitude 81 degrees and 39 minutes, and were enclosed with mountains of ice. For days the ships were immovable and at the hazard of instant destruction. Cockswain Biddle kept a diary of the voyage which was lost when his own life was destroyed with the unfortunate *Randolph*. The expedition returned to England in 1774.

Upon the outbreak of hostilities with the colonies in America, young Biddle resigned his commission, returned to Philadelphia, and offered his services to the Continental Congress. His first position was in the employ of the State of Pennsylvania as commander of the *Camden*, a galley fitted out for the defence of the Delaware river. He was then given a commission as captain in the regular naval service as it existed at that time, and was placed in command of the *Andrea Doria*, 14 guns and 130 men, which

vessel had been purchased by the Marine Committee and fitted out as a cruiser.

John Paul Jones was the ranking lieutenant in the newly organized naval force and Captain Biddle who had learned to esteem him, introduced the future hero to all his friends as an officer of merit.

Before sailing with Commodore Hopkins' fleet from the capes of Delaware where they were delayed by the ice, an incident occurred which marked the personal intrepidity of Captain Biddle. Hearing that two deserters from the *Andrea Doria* were at Lewiston in prison, he sent an officer on shore to bring them back to the ship. The officer returned without his men, reporting that they, with other prisoners, had armed themselves and barricaded the door of their prison, swearing they would not be taken alive. The militia of the town had been called out, but were afraid to open the door, the prisoners threatening to shoot the first man who entered.

Taking a midshipman with him, Captain Biddle went directly to the prison and ordered one of the deserters named Green, a stout, resolute fellow with whom he had come in contact before in the way of enforcing discipline, to open the door. His demand was met with a surly threat that if the captain attempted to enter he would shoot him. Captain Biddle ordered the door to be forced, and with a pistol in each hand, he stepped inside, and looking steadily at Green who stood prepared to fire, he said :

“ Now, Green, if you do not take good aim you are a dead man !”

Captain Biddle's look and manner completely awed the ringleader into submission, and the other prisoners allowed the militia, now recovered from their fright, to secure them.

At this time he wrote to his brother, Judge Biddle, just before leaving the Capes:

“ I know not what may be our fate; be it, however, what it may, you may rest assured it will never cause a blush in the cheeks of my friends or countrymen.”

Soon after sailing, the small pox broke out and raged with great violence in the fleet which was manned chiefly by New England seamen who were easy victims to the scourge. The crew of the *Doria* having been shipped from Philadelphia, where the treatment of the disease had secured them immunity by a process of natural inoculation practised there, were appointed nurses, and Captain Biddle made his ship the hospital for the afflicted from the others. As every part of his vessel was crowded, the long boat was fitted for their accommodation, and he gave up his own cot to a young midshipman who was dying, and upon whom he bestowed his personal attention. Meanwhile the captain slept upon the lockers refusing to take the berth of any of his officers although freely and repeatedly urged to do so.

After the surrender of New Providence the crew of the *Andrea Doria* became sick from this over-

crowding, and before they left the port Captain Biddle had not well men enough to man the boats. He gave to the sufferers his constant personal attention and used all precautions, taking on board at New Providence such delicacies as might be procured to serve as refreshment on the voyage home, but in spite of all his precautions the sickness did not decrease. His men were in this condition at the time of the unsuccessful encounter with the *Glasgow*, 20 guns, Captain Tyringham Howe, April 6, 1776, in which exploit the *Andrea Doria* gave some assistance, but was, with the others of Admiral Hopkins' fleet, outmanœuvered by the British commander. Captain Biddle left the fleet and with the *Doria* cruised off the coast of Newfoundland. He captured valuable prizes laden with arms and ammunition, which he carried into port and thus greatly strengthened Washington's army at Cambridge. He also captured two full-armed transports from Scotland with 400 Highland soldiers, destined for Boston, and made prizes of so many merchantmen that when the *Doria* reached Philadelphia but five of her original crew manned her, the others being in charge of prizes, and their places were supplied from among the prisoners.

One of the transports was put in charge of Lieutenant James Josiah, a brave and excellent officer, and all the Highland officers were transferred to the ship, the lieutenant being ordered to make the first port. In about ten days he was captured by the British

frigate *Cerberus*, and the captain of the frigate, under pretense that Lieutenant Josiah was an Englishman, ordered him to duty and disgraced him as a deserter. When Captain Biddle heard of this he wrote to the British admiral at New York that however disagreeable it was to him, he would treat a young man of family who was then his prisoner and believed to be a son of Lord Cranston, in the same manner the Captain of the *Cerberus* treated Lieutenant Josiah. He also applied to Congress in behalf of the injured officer, which body on August 7, 1776, resolved: "Whereas, a letter from Captain Nicholas Biddle to the Marine Committee, etc., etc., was laid before Congress and read: Whereupon Resolved, That General Washington be directed to propose an exchange of Lieutenant Josiah for a lieutenant of the Navy of Great Britain; That the General remonstrate to Lord Howe on the cruel treatment Lieutenant Josiah has met with, of which the Congress has received undoubted information."

After suffering an imprisonment of ten months Lieutenant Josiah was exchanged, and he was subsequently advanced to the rank of Captain.

Captain Biddle was made commander of the new frigate *Randolph*, 32 guns, upon her completion in November, 1776, and in fitting her out for sea, he found much difficulty in procuring a suitable crew, as privateering with small vessels was more attractive and profitable to capable seamen, and many had joined the army where they found the labor much less oppressive.

He accepted a number of volunteers from the prisoners taken with his prizes, but these men gave him much trouble. In addition, Congress drafted a partial crew from the army. The large magazine of the frigate, after much delay, was provided with a supply of ammunition. These drawbacks delayed the departure of the *Randolph* until February, 1777.

When a few days out the ship, which had been badly constructed, through haste on the part of Congress, lost her masts in a gale, and at the same time her crew mutined. Captain Biddle quelled the insubordination of the crew, rigged jury-masts and carried his ship into Charleston harbor for repairs.

When refitted he sailed for the West Indies, and soon afterward captured the English ship *True Briton*, 20 guns, having under convoy three merchantmen, and carried the four prizes into Charleston harbor. This exploit was highly praised by the Southern delegates in Congress, producing the first fruits of the new navy, that had been left in a Southern port. The vessels were well laden with arms and ammunition at that time greatly needed in the South. Congress voted an appropriate medal to be struck, and the thanks of the body to the brave captain. The *Randolph* was blockaded in Charleston harbor for some months, during which time the state of South Carolina fitted out a fleet of small vessels, hoping to raise the blockade and then to cruise with the *Randolph*. Before this fleet was ready the enemy had disappeared.

In February, 1778, the *Randolph* set sail on another expedition having been furnished by the state of South Carolina with 50 men from the first regiment or Continental infantry to act as marines. The regiment at the time was commanded by Colonel Charles Colesworth Pinckney. The *Randolph* was accompanied by the *General Moultrie*, 18 guns, the *Polly*, 16 guns, the *Notre Dame*, 16 guns, and the *Fair American*, 14 guns, making up a considerable fleet. They were in quest of the British ships *Carrysfort*, 32 guns, the *Perseus*, 24 guns, the *Hinchinbrook*, 16 guns, and a privateer, which vessels for some time had annoyed American shipping.

They were delayed by contrary winds and the low water on the bar, the *Randolph* being a ship of unusual draught. Thus they lost sight of the British cruisers, and had to put to the eastward hoping soon to fall in with them. The next day they retook a captured ship from New England which they found dismasted and with no cargo. Captain Biddle took from her the crew, six light guns and some stores, and not being on a return voyage he ordered her to be burned. They boarded a number of French and Dutch ships and finally fell in with a British schooner from New York bound to Grenada, and took possession of her before she found out that the *Randolph* was an enemy. Captain Blake who commanded a detachment of the Second South Carolina Regiment which was serving as marines on board the *General Moultrie*, and who

dined on board the *Randolph* two days before the engagement, reported that at dinner Captain Biddle had said, "We have been cruising here for some time, and have spoken a number of vessels who will no doubt give information of us, but I should not be surprised if my old ship should be out after us. As to anything that carries her guns upon one deck I think myself a match for her." About 3.00 p. m., on the 7th of March, a signal was made from the *Randolph* for a sail to the windward, in consequence of which the squadron hauled upon the wind in order to speak her. It was four o'clock before she could be distinctly seen, when she was discovered to be a ship, though as she neared and came before the wind, she had the appearance of a large sloop with only a square sail set. About seven o'clock the *Randolph*, being to the windward, hove to, as did also the *Moultrie*, she being about one hundred and fifty yards astern. About eight o'clock the British ship fired a shot across the bow of the *Moultrie* and hailed her. The answer was "The *Polly* of New York," upon which she immediately hauled her wind and hailed the *Randolph*. She was then seen to be a two-decker. After an exchange of questions and answers as she was ranging up alongside the *Randolph*, and as she gained her weather quarter, Lieutenant Barnes of that ship called out "This is the *Randolph*," and she immediately hoisted her colors and gave the enemy a broadside. This was all the information the commander of

the *Moultrie* could give in detail of the engagement.

The further history of the exploit of the *Randolph* was obtained from Captain Vincent of his Britannic Majesty's ship *Yarmouth*, 64 guns. His report dated March 17, 1778, states that on the 7th of March he fell in with six sail eastward of the Barbadoes, standing on the wind. The *Yarmouth* gave chase and the sail proved to be two ships, three brigs, and a schooner. About nine o'clock in the evening he succeeded in ranging up on the weather quarter of the largest and leading vessel of the strangers; the ship next in size being a little astern and to leeward. Hoisting her own colors the *Yarmouth* ordered the ship near to her to show her ensign, when the American flag was run up and the enemy poured in a broadside.

A smart action now commenced and was maintained with vigor for 20 minutes when the stranger blew up. The two ships were so near each other at the time that many fragments of the wreck struck the *Yarmouth*, and among other things an American ensign rolled up was blown in upon her fore-castle. This flag was not even singed. The vessels in company sailed in different ways and the *Yarmouth* gave chase to two but her sails had so suffered in the engagement that the chased vessels were soon out of sight. The *Yarmouth* had lost five men killed and twelve wounded. On the 12th, while cruising near the same place a piece of wreck was discovered on which were four men making signals for relief. When these were taken on board the

Yarmouth they reported themselves as having belonged to the United States ship *Randolph*, 32 guns, Captain Biddle, the vessel that had blown up on the night of the 7th in action with the English ship. They had floated on the raft five days without sustenance save a little rain water. They stated that early in the engagement Commodore Biddle was wounded, but ordering a chair, was placed in it on the quarter deck, and continued to direct the battle and encourage the crew. His fire was constant and well directed, and for the time seemed to promise victory. Just then, while a surgeon was examining his wound, the *Randolph* was blown up and the commander, with three hundred and ten of her three hundred and fifteen officers and men perished.

So closely were the two ships engaged that Captain Morgan of the *Fair American* reported that he with all his crew supposed it was the British ship that had blown up, and he stood for the *Yarmouth* and with trumpet in hand was about to hail and inquire how Captain Biddle was, when he discovered his mistake. The cause of the explosion was never ascertained, but it is remarkable that just before he sailed, and after the clerk had copied the signals and orders for the armed vessels that accompanied him, he wrote at the foot, "in case of coming to action in the night be very careful of your magazines."

Commodore Biddle's untimely death, March 7, 1778, when only in his 28th year, was a great blow to the colonists.

X.

JOSHUA BARNEY.

“More than twenty broadsides were fired in twenty-six minutes and scarcely a shot missed its effect; entering in at the starboard bow and making their way out through the port quarter. In less than half an hour from the firing of the first broadside the British flag waved its proud folds no longer to the breeze.”
— *Biographical Memoirs by Mary Barney.*

Of all the officers of the first Continental navy, Joshua Barney gave to the colonies and to the United States the longest term of service, extending from his commission as lieutenant in 1776 to 1815, when he was retired, after efficient service throughout the war of 1812.

He was born in Baltimore, Md., July 6, 1759, and was said to have been a practical sailor before he was fourteen years old. As he was the son of a farmer of limited means his book-learning was meagre, and at the age of ten he left school and went to sea on a brig. For three years he served as a seaman's apprentice during which time he made several voyages to the Mediterranean. At the age of fourteen he was second mate of a brig, and at eighteen master of a fine ship. On a voyage home he first learned of the revolt of the colonists and hastened to join the revolutionary forces. He first served as a volunteer in the sloop *Hornet* where he was master's mate. The sloop was joined



Joshua Barney

to the squadron of Commodore Hopkins in his expedition against New Providence in 1775, but with the *Fly* parted company with the fleet. He saw active service, however, and the *Hornet* brought valuable prizes into Philadelphia where he was transferred to the *Wasp*, Captain Alexander. It was on this vessel that he saw his first sea-fight, which was with the tender of a British brig where his gallantry was awarded by promotion to lieutenant. The sloop *Sachem*, of which he was second officer, captured a British privateer and he was made prize-master. He was soon afterward captured with his prize and made a prisoner. He was released in 1777 and was assigned to the *Andrea Doria*, 14 guns, Captain Robinson, on a cruise to the West Indies. He was at this time only seventeen years old.

In 1778, after various services to the new government on the *Doria*, he was made first officer of the frigate *Virginia*, 28 guns, Captain James Nicholson, which vessel was captured while grounded in attempting to pass the mouth of the Chesapeake, and Captain Nicholson escaped with the ship's papers. Lieutenant Barney, after five month's imprisonment on the prison ship *Jersey*, was exchanged, and in October, 1780, was made second officer of the sloop-of-war *Saratoga*, 16 guns, Captain James Young. They fell in with and captured a ship and two brigs all well armed. The ship proved to be the *Charming Molly*, and Lieutenant Barney with a boarding party

of fifty men led to the deck of the enemy, and after a fierce but short struggle with a crew double his party, received the surrender of the ship and her crew of which he was made prize-master. On his way to Philadelphia he was captured and carried into New York, and subsequently, in the hold of the *Yarmouth* to Mill prison, England, whence he escaped, wandered through the kingdom and on the continent. He had a price set on his head, and finally shipped as a sailor and reached Philadelphia in 1782.

He was then given command of the *Hyder Ali*, 16 guns, a cruiser hastily fitted out by the State of Pennsylvania for the defence of coast, and the protection of the vessels navigating the river and bay.

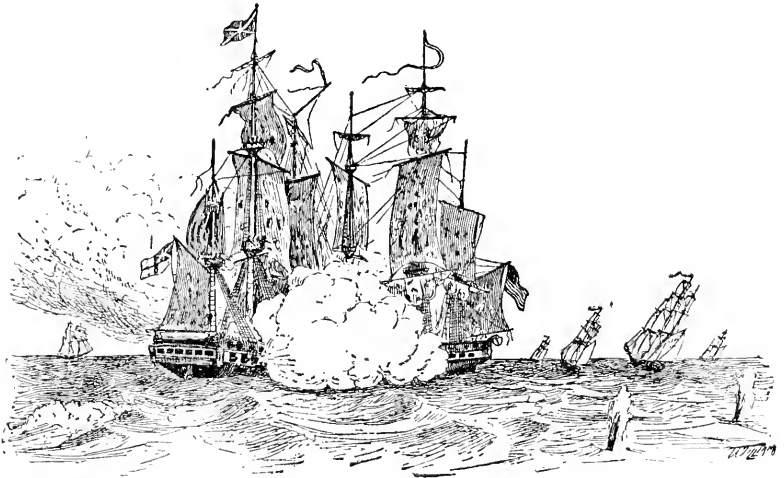
With this small ship, when off Cape May, New Jersey, he offered battle to the British privateer, *Fair American*, which was declined, and instead of giving chase he waited for and engaged the British sloop-of-war *General Monk*, 18 guns, Captain Rodgers, formerly the American cruiser *General Washington*, fitted out in 1775, at Plymouth, Mass., by Captain Martingale as a privateer, and captured while under his command. The engagement with the *General Monk* lasted about twenty-six minutes. During the time the enemy purposely ran foul the *Ali*, the jib-boom of the English ship piercing the fore-rigging of the American and the fight became a hand-to-hand conflict, the two ships being within pistol-shot range. The *General Monk* was of greatly superior

armament and a heavier ship, but was finally obliged to strike her colors. Cooper, in his naval history, says: "This action has been justly deemed one of the most brilliant that ever occurred under the American flag. It was fought in the presence of a vastly superior force that was not engaged, and the ship taken was, in every essential respect, superior to her conqueror."

The victor and vanquished were towed from the scene of conflict, off Cape May, N. J., into port at Philadelphia a few hours after the conflict, each bearing their respective dead. The loss on the *Hyder Ali* was four killed and eleven wounded, while the *Monk* had twenty killed and thirty-six wounded. The old name *General Washington* was restored to the prize, and Lieutenant Barney made a cruise in her to the West Indies in 1782, in the service of the State of Pennsylvania, whose government had placed the ship at the disposal of Robert Morris, Minister of Finance, to transport specie from Havana to Philadelphia for the use of the treasury. His rank of captain was one accorded by the State of Pennsylvania, Barney's rank in the United States Navy being still that of lieutenant, notwithstanding his gallant exploit in capturing the *General Monk*. The *General Washington* then passed to the control of the United States Navy and Lieutenant Barney was retained as her commander.

Congress in recognition of his valued services caused a medal to be struck in his honor, and the

State of Pennsylvania presented him with a handsome gold-hilted sword. He continued an active and extremely successful officer during the war, and was the first to bring to America the news of the conclusion of peace as secured by our indefatigable ministers, and with it a large sum of money loaned to the United States by France. He accompanied Secretary Monroe



Hyder Ali and Gen. Monk.

to France and bore the American flag to the National Convention of 1794. He declined a commission as Captain in the new establishment as his name had been placed in the list below that of Captain Talbot, and in 1797 he entered the French navy as commander of two large frigates, serving in the West Indies in the protection of her commerce from the depredations of British privateers till 1800, when he returned to America.

When the war of 1812 broke out he commanded the privateer *Rossie*, and in 1813 again entered the United States Navy as commander of a fleet of gun-boats built for the defence of the Chesapeake Bay. He distinguished himself in the battle of Bladenburg, where he was severely wounded and taken prisoner. After six week's imprisonment he was exchanged when he returned to the command of the gun-boats. He was presented with a sword by the government of the city of Washington for his defence of that city, and was the next year sent to England on a mission but was obliged by the condition of his health to return. He was made naval officer of the port of Baltimore in 1817 by President Monroe, and lived upon his farm at Elkridge, Md. After nearly forty-two years of naval service he started for the West to take possession of a large tract of land which he had purchased in Kentucky, and on his journey thither died at Pittsburgh, Pa., December 1, 1818.

XI.

JAMES NICHOLSON.

“When the captain of the *Watt* was asked who commanded the *Trumbull*, he replied, ‘It must have been either Paul Jones or the Devil — for never was a ship fought before with such frantic desperation.’” — *Sketch of Alexander Murray*.

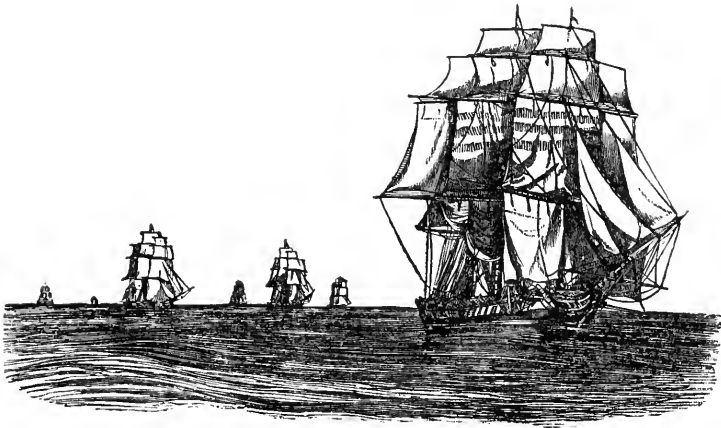
Captain Nicholson, successor to Esek Hopkins as commander-in-chief of the Continental Navy, was born in Chestertown, Md., in 1737, the son of a Scotchman who came from Berwick-on-Tweed and settled on a large grant of land near the passage of the Blue Ridge mountains, Virginia. This tract became known as Nicholson’s manor and the passage as Nicholson’s gap.

James was an ambitious boy and shipped as a sailor when quite young. He was rapidly promoted and was an officer in the fleet that captured Havana in 1762. He lived in New York 1763-’71, and in 1775 joined the Maryland Navy on board the *Defiance*, a vessel fitted out by the colony. The vessel was successful in re-capturing a number of the American trading crafts taken by the British, and in June, 1776, Captain Nicholson was appointed commander of the United States sloop-of-war *Virginia*, of 28 guns.

When Commodore Esek Hopkins was dismissed from the navy Captain Nicholson succeeded him, his

rank being that of senior captain, and he held the position as ranking officer in the Continental navy till its dissolution.

The *Virginia*, 28 guns, had been built at Baltimore, and the strict blockade maintained by the British prevented her escape to sea. While the ship was thus imprisoned Captain Nicholson with the crew of the



Virginia joined Washington's army at Trenton, and took part in the battle at that place. He returned to his ship, and in an attempt to run the blockade she was grounded on a bar and captured by the blockading force. Captain Nicholson and most of his crew escaped to the land.

A court of inquiry instituted by Congress acquitted Captain Nicholson of all blame, and he was made com-

mander of the frigate *Trumbull*, 38 guns. With her he fell in with the British frigate *Watt*, June 2, 1780, and an engagement of two hours' duration resulted in a loss to the *Watt* of thirty men killed and wounded.

In August, 1781, while off the capes of Delaware, the *Trumbull* in a gale lost her fore topmast and main topgallantmast. She had a crew short 200 men, while of the 120 men she did carry many were landsmen. Of the trained sailors on board there were many Englishmen who shipped at the last moment with the hope of an opportunity to capture the ship, knowing her to be short handed. This was in accordance with a direction given by the British parliament which had passed an act offering large bounty to her "loyal subjects" who would take the oath prescribed to seamen shipping on American men-of-war, and when opportunity offered either by mutiny or by taking advantage of an evenly balanced fight, turn to the support of the British government and bring the American vessel to a British port. This was the condition that existed on board the *Trumbull* when the British frigate *Iris*, 32 guns, and another British ship, name unknown, ranged up on either side and each discharged a broadside into the *Trumbull*. It was a condition that would have fully justified a surrender without resistance, even had the *Trumbull* her full complement of men, and they all loyal to the flag. The brave Captain Nicholson however cleared his ship for action and replied to the guns of the two

ships in gallant style. With the first discharge the English sailors on board the *Trumbull* fled to the hold, to a man, and this action frightened the landsmen and they followed. This left but fifty men to fight against two well manned ships, each of heavier metal and both with crews under strict discipline. But these men on board the *Trumbull* were heroes. Richard Dale, second in command, had been in the battle between the *Bon Homme Richard* and the *Scrapis*. Alexander Murray had never run from the enemy, and the other brave officer was Christopher R. Perry.

It was 28 guns manned by fifty men against 60 guns on two ships with at least five hundred men obedient to the call of their commanders. These four gallant officers kept their men at the guns for fully an hour, at the end of which time eighteen had dropped at their post of duty, dead or desperately wounded. But the Stars and Stripes still waved, and while it does the American Naval hero never leaves his gun. There seemed to be no intention on the part of Captain Nicholson to give up the fight till the third British ship the *General Monk* came up and gained a position to rake the *Trumbull* at short range. It was then that the lives of thirty-two heroic survivors were at stake, and for their sakes Captain Nicholson struck his flag.

Owing to his position as senior captain in the American Navy, Captain Nicholson was held a prisoner till near the close of the war. When he became free

he did not resume command of a ship. He made his home in New York city, and served as United States Commissioner of Loans, 1801-04. His daughter was married to Albert Gallatin the banker, secretary of the United States treasury, and his brothers Samuel and John were both officers in the Continental Navy. He died in New York city September 2, 1804.

XII.

JOHN MANLY.

He began and ended the naval engagements in the war of the American Revolution.

John Manly was born in Torquay, England, probably in 1733. He became a sailor when a mere boy, and coming to America settled at Marblehead in the Massachusetts colony. Here he became master of a merchant vessel, and when the war of the American Revolution broke out General Washington, in providing a Provincial Navy to operate on the coast of New England and prevent depredations from British free booters, and also to seize supplies on board British transports intended for the army of General Gage at Boston, selected him as a captain in the service October 24, 1775.

His first cruise in this capacity was made in the schooner *Lev*, 8 guns, near the close of November, and before the other cruisers preparing for similar service at Marblehead were ready for sea. On November 29, 1775, he fell in with and captured the British ordnance ship *Nancy*, having on board a large mortar, several fine brass cannon, 2,000 muskets, 8,000 fuses, 31 tons of musket balls, 3,000 solid shot for 12-pounders,

besides ammunition and various military supplies.

The reception of this prize at Marblehead, the loading of the ordinance and military stores on wagons decked with flags, and transporting the needed stores to Cambridge where they were received at "Washington's Camp" just as a detachment of Connecticut troops had deserted—a movement feared to be the beginning of a general breaking up of the patriotic army,—and how "such universal joy ran through the whole camp as if each one grasped victory in his own hands," is a story familiar to all and yet one that can not be told too often, for it was an early instance, afterward often repeated, of the navy leading the army to victory.

In December he captured three other transports and came into port in safety with all his prizes. The property captured was of great value to General Washington in his siege operations against Boston.

Captain Manly continued his privateering and greatly harrassed the British government. He was chased into Gloucester harbor by the British sloop-of-war *Falcon* which he severely punished when inside the cape. He was commissioned a captain in the Continental Navy on its organization, April 17, 1776, and on August 24th he was assigned to the command of the frigate *Hancock*, 32 guns, building in Boston.

When the first United States Navy was regularly organized, after the Declaration of Independence had been signed, he was placed second in the list of captains. He put to sea in the *Hancock*, and the

following day engaged, and after a severe battle, captured the British sloop-of-war *Fox*, 28 guns. While conveying the prize into port she was cut out from him by the British frigate *Flora*. On July 8, 1777, Captain Manly with the *Hancock* in company with Captain Hector McNeil, commanding the frigate *Boston*, 24 guns, fell in with the British frigate *Rainbow*, 44 guns, and the British brig *Victor*, 20 guns. It was the intention of Captain Manly as ranking captain to assist the *Boston* in capturing the two vessels, but while he was tacking the *Hancock* for position the *Boston* sailed away. Captain Manly then endeavored to escape but was overtaken, and he struck his flag to the *Rainbow*, Captain Sir George Collier. He was carried to Halifax and confined in Mill prison. His conduct in this affair was investigated by the naval committee of Congress and he was exonerated from all blame, but Captain McNeil was dismissed from the service for refusing to assist the *Hancock*.

Captain Manly, when released, was made commander of the *Romona*, and sailed to the south. He fell in with a British man-of-war, and not being able to escape he struck his flag and was carried into Barbadoes where he was held as prisoner but managed to escape.

On reaching home he found no vessel ready for him to command and was allowed to leave the navy. He was made captain of the privateer *Jason*, and while on a cruise he fell in with two British privateers in

July, 1779, who gave him battle. He managed to run between the two vessels, and ordering both broadsides to be discharged he crippled the two ships so badly that they were obliged to strike their colors to the venturesome Yankee, and he brought them into port as prizes. In September, 1782, he was placed in command of the frigate *Hague*, also known as the *Deane*, and sailed for the West Indies. At Martinique he made port, and on leaving he was discovered by a British man-of-war, 74 guns, which gave chase. To avoid capture he ran his ship on a safe sand bar at low tide, and when he floated off soon after, he fired thirteen guns as a signal of defiance, and out-sailing his antagonist, escaped. This incident took place after the preliminaries for peace with Great Britain had been arranged, and he thus had the honor of beginning and ending the naval engagements in the war of the American Revolution.

On his return to Boston he was received by the citizens with great honors and when the action of his subordinate officers caused him to answer to a court of investigation for his conduct while in command of the *Hague*, he was justified in his course and was retained in the naval establishment after the declaration of peace. He died in Boston, Mass., February 12, 1793.

XIII.

ALEXANDER MURRAY.

“He was in thirteen battles in the army and navy, was frequently wounded and often taken prisoner, which was the only thing which ever withdrew him a moment from active and honorable engagement in the service.” — *Portfolio*.

Alexander Murray was the son of a respectable farmer who lived near Chestertown, Md. He was born July 12, 1755. As a boy he was ambitious to be a sailor and left home at an early age as cabin boy on a coasting vessel. He was rapidly promoted and when eighteen years old commanded a good sized vessel in the European trade. When the Revolution called all patriotic sailors home, he forsook the merchant service and received a commission in the Maryland Navy as lieutenant.

As there was no ship for him to command he accepted the appointment as lieutenant in the First Maryland Regiment, Colonel Smallwood. He was with Washington's army and participated in the battles of Flatbush, White Plains and the other engagements followed by the retreat of the patriot army across the Hudson to New Jersey. While opposing the progress of the British fleet in its passage up the North river he was in command of the battery at the lower end of Manhattan Island, and the bursting of a



Alexander Murray.

gun impaired his sense of hearing which he never fully recovered. He was promoted captain in his regiment which started from Annapolis nine hundred strong, but which was left after the disaster of the New York campaign with less than two hundred effective men.

Captain Murray was afflicted with a chronic complaint contracted in the camp that rendered further service impossible for the time and he was retired. When his health had become re-established he resumed his rank in the navy, and as there were more officers than ships he was assigned to the command of different letters of marque. In his expeditions in search of plunder from incoming British vessels making for the port of New York, then held by the enemy, he had various engagements and secured some valuable prizes.

While flying his broad pennant on the letter-of-marque *Revenge*, 18 guns and fifty men, he sailed with his fleet of forty vessels from Baltimore for Holland. His rank in the Maryland navy gave him the chief command of all vessels engaged in privateering, under commission of the Marine Committee, sailing out of the port of Baltimore, and these vessels were generally well armed. On gaining the high sea he encountered a superior force of the enemy and was obliged to put back, seeking refuge in the Patuxent river.

Increasing his force to fifty sail the commanders agreed that they would fight their way through the

British squadron blockading the port. With this determination they put to sea, when a fleet of British privateers hove in sight. Commodore Murray signalled for all the unarmed vessels of his fleet to return, and for the armed vessels to rally around the flag-ship. The enemy's fleet included a ship of 18 guns, a brig of 16 guns, and three schooners. Commodore Murray's fleet captains did not respond to his signal, and with the exception of a brig and a schooner he was left alone.

In manœuvring for position he found himself between the enemy's ship and the brig, and a severe engagement resulted in the two British vessels withdrawing from the contest after an hour's severe fighting. The American brig and the schooner also came off victors in the fight, and the three returned to port at Hampton Roads to refit. The injury to the vessels was mostly to sails and riggings. There were no lives lost, but Commodore Murray and a few of the men were slightly wounded. On refitting his vessel Captain Murray sailed for the banks of Newfoundland where he was overtaken by a fleet of one hundred and fifty British vessels bound for New York, under escort of men-of-war. He was easily captured and carried into port. His acquaintance with the captain and lieutenant of the vessel capturing him obtained for him the best of treatment and a speedy exchange when he returned to Philadelphia. Here he found the frigate *Trumbull*, 32 guns, commanded by his

friend and relative Captain James Nicholson, ready for service after her severe fight with the *Watt*. It was after this engagement that the British captain, after his disabled ship was towed into the port of New York, was asked the name of the *Trumbull's* commander. His reply was,

“It must have been either Paul Jones or the Devil—for never was a ship fought before with such frantic desperation.”

Captain Nicholson secured the services of Captain Murray as his lieutenant and he found on board another friend, Lieutenant Richard Dale. When well at sea and after losing her topmasts in a gale the *Trumbull* encountered the British frigate *Iris*, 32 guns, formerly the American frigate *Hancock*, and another ship of equal metal, name unknown. With fifty men commanded by Nicholson, Murray, Dale and Perry, all the rest of the crew having fled to the hold through the instigation of traitorous British sailors, who had shipped to mutiny, they kept up the unequal fight till the *General Monk* came up and prepared to deliver a broadside into the stern of the *Trumbull* when Captain Nicholson struck the flag. Lieutenant Murray was severely wounded, one-third of the fifty men who fought the ship were either killed or wounded, the *Trumbull* had but one mast standing, and the gun-ports on one side beaten into one long opening.

Upon recovering from his wounds Lieutenant Murray was exchanged and Congress furnished him

with a fine brig fitted up as a letter of marque. The difficulty in obtaining a trustworthy crew being so great he engaged as a merchantman and took on board a cargo of tobacco intending to carry it to St. Croix.

He sailed from Hampton Roads with a crew of twenty-five men, and his vessel was armed with only five 6-pounders. When well under way a British privateer of 14 guns and one hundred men came alongside by superior sailing and laid by his quarter. Captain Murray brought his five guns to bear upon the enemy and she drew off, but having determined the weakness of the American she returned and renewed the attack.

By shifting his five guns from side to side as occasion demanded Captain Murray was able to keep up a hot fire, and when the privateer attempted to board the American the boarding party was driven back and the privateer withdrew.

Captain Murray had lost all his masts but the mainmast, and but a stump of the bowsprit remained. A third time the privateer came up and attempted to board the apparent wreck, but the party was repulsed with the loss of half the men engaged. The action had now continued for two hours and the privateer gave up the attempt and sailed off. Captain Murray after great hazard reached St. Thomas where he sold his cargo and refitted his ship.

He then captured a British packet by stratagem without firing a gun, and carried her into Havana.

Here he found the port under embargo in consequence of a fleet then fitting out for an expedition against the Bahama Islands, and several American vessels lying in port had attached to the fleet. Captain Murray also joined by invitation of the governor, and was given command. The Spanish contributed transports and five thousand men, and the large fleet sailed under the American flag.

Captain Murray on arriving off New Providence in the midst of a gale had but two alternatives: to attack the fort which was well mounted with heavy ordnance, or to have the fleet stranded on the shore by the wind. He therefore led the fleet into the harbor and summoned the fort to surrender. This was immediately done and the commander of the Spanish troops hoisted his flag on the fort. The governor and his aid who were both passengers on Captain Murray's ship then engaged in framing the terms of capitulation. Captain Murray urged an incidental surrender as they had virtual possession of the fort, but the governor's aid Miranda, then a captain of Spanish grenadiers, in order to dim the glory that would fall to the American Navy should the terms be accorded, made what Captain Murray considered disgraceful terms with the British commander. Captain Murray thereupon challenged Miranda, but the crafty Spaniard refused to answer the call.

Captain Murray then parted from the fleet, made a successful voyage and returned to Baltimore, where

he was ordered on board the frigate *Alliance* as first lieutenant to Captain Barry.

After the ratification of peace Captain Murray was the last officer to hold a commission in the naval service.

At the beginning of hostilities between the United States and France he was re-appointed by President Adams among the first list of captains and took command of the United States ship *Montezuma*, 24 guns. He was occupied in commanding merchantmen engaged in the West India trade to different ports in the United States, and did not lose a single vessel. On his return he received the public thanks of the President and was ordered to the command of the *Insurgente*. He had a crew of 320 men and was given a roving commission. He cruised in the West Indies for several weeks in search of the French frigate *Ambuscade*, and then put into the port of Lisbon for provisions. He then proceeded in company with the British frigate *Phacton*, on board of which ship was Lord Elgin and suite, in quest of two French frigates reported off Cape St. Vincent. On arriving at the Straits of Gibraltar he blockaded two large French corvettes in the bay of Cadiz. He received testimonials of civility and kindness from Admiral Duckworth at Gibraltar, and cruised off Madeira and the Canary Islands. He followed what was reported to be the French frigate *Volunteer*, 44 guns, cruising off Cayenne, to Guadaloupe, overtook

her at Point Petre and blockaded her till his provisions were exhausted, when he repaired to St. Christopher's to lay in a store. Returning to renew the blockade in January, 1800, he fell in with the frigate *Constellation*, Captain Truxton, and from him learned that the frigate he was blockading was the *Vengeance*, with which he had so lately engaged in his memorable battle. The *Constellation* in her crippled state sailed in company with the *Insurgente* to Jamaica for the purpose of refitting, and here the two American officers were entertained by Sir Hyde Parker who commanded the station.

Captain Murray received orders from Havana to return to America and after much difficulty, owing to adverse winds, he gained the port of Baltimore, completing a nine months' cruise in which he had never been in a port longer than a week. His ship was almost a wreck, having been started in bolts and nails on deck and sides in every gale.

After a short visit to his family he was ordered to the command of the *Constellation*, Commodore Truxton having been transferred to the *President*. He cruised for the Leeward Islands where he relieved Captain Talbot of the *Constitution*, and commanded, off Cape François, a fleet of several sloops-of-war and brigs with which he effectually protected American commerce against French cruisers.

He was in turn relieved by the frigate *Congress*, Captain Sevier, and set out to return to the Delaware.

He encountered several gales and was once on the eve of cutting away his masts to relieve the ship when the gale abated.

While proceeding towards Guadaloupe he fell in with the British frigate *Magnanime*, 44 guns. The night was dark and the British frigate without showing a signal fired a gun at the *Constellation*. Captain Murray's ward officers, indignant at the insult offered the American flag, anxiously asked if he did not intend to return the fire. Captain Murray sternly ordered the officers to their quarters without replying to their inquiry. Indignant and yet obedient they silently took their places and awaited the next order which rang out,

“Return the salute with a full broadside.”

Another train of sensations occurred among the officers. Frowns of anger were exchanged for glances of admiration. The order was quickly executed and it brought about an explanation that was satisfactory to Commodore Murray and his officers.

He next captured a French lugger of 18 guns and received from the captain the news that peace had concluded between France and the United States and Great Britain.

He soon afterward fell in with Admiral Duckworth who confirmed the tidings of peace. Arriving off Point Petre he sent a flag of truce to the French commissioner and was his guest for two days which were days of hilarity and mirth enjoyed by the officers and

crew of the *Constellation*. On his return voyage to Philadelphia with a convoy he fell in with several American commanders to whom he communicated the news of peace.

When the act of Congress reducing the navy was passed on the conclusion of peace Captain Murray was one of the twelve general officers retained in the service, and he sailed to the Mediterranean in the *Constellation*. He there relieved Commanders Bainbridge and Barron who, with the *Philadelphia* and *Essex* respectively, returned to the United States. While lying in port at Malaga awaiting orders from America he was informed by Lord Keith, the British admiral, of the expected arrival of his royal highness the Duke of Kent, and Commodore Murray joined the admiral in showing respect to the duke. The *Constellation* was given second place in the parade of war ships in the harbor. He alone blockaded the port of Tripoli for several weeks, repaired to Syracuse for provisions, and received from the bashaw advantageous terms of peace which he had no power to accept. After visiting the various Mediterranean ports he received orders to return to the United States and his place was taken by the *Chesapeake*, Captain Morris, and the *John Adams*, Captain Rodgers. He convoyed to America upwards of one hundred vessels, and when he reached Washington his ship was dismantled. French pirates continued to infest the American coast and Commodore Murray

was ordered to the *Adams* and cruised for several months off the Georgia and South Carolina coast. On returning to Washington his ship was laid up, and in 1812 he was made commanding officer of the Philadelphia station.

He died at the head of the service, 1821.

XIV.

THOMAS TRUXTON.

“Commodore Truxton twice commanded the Guadaloupe station previously to quitting the *Constellation* and subsequently to his hoisting his broad pennant on the *President*. At one time he had as many as ten vessels under his orders, a force that he directed with zeal, efficiency and discretion. He was a good seaman and a very brave man. To him belongs the credit of having fought the first battle under the present organization of the navy.”—*Cooper's Naval History*.

Thomas Truxton was the son of an English barrister of the colony of New York, and was born on Long Island, February 17, 1775. His father died while the lad was very young and he was placed under the guardianship of John Troup, Esq., of Jamaica, L. I. He early determined to follow the sea, and when twelve years of age made his first voyage on board the ship *Pitt*, Captain Joseph Holmes, bound for Bristol. The next year at his own request he was apprenticed to Captain James Chambers, a celebrated commander engaged in the London trade. While an apprentice he was impressed on board the English man-of-war *Prudent*, 64 guns, but Captain Chambers obtained his release through a person high in authority. The captain of the *Prudent* was so pleased with the lad on account of his intelligence and activity, that he made flattering proposals that he should remain in the service and promised him rapid promotion. The



Thomas Truett

agreement that he had voluntarily made with Captain Chambers outweighed all the offers of the English naval commander, and he left the *Prudent* and returned to his old ship.

In 1775 he commanded a ship engaged in transporting powder to the colonies, and about the close of that year he was seized off the island of St. Christopher by the captain of the British frigate *Argo*, and was detained until the general restraining act was passed when his vessel and cargo, of which he was half owner, were condemned.

This ill wind did not wreck his buoyant mind, but he made his way to St. Eustatius, to which port he was bound when detained, and thence embarked in a small vessel for Philadelphia. When he arrived the first private ships of war were being fitted out by the colonies. The *Congress* and the *Chance* were ready for sea and he entered on board the *Congress* as lieutenant. The two little ships sailed in company early in the winter of 1776, and proceeded to the West Indies. When off Havana they captured several valuable Jamaica ships bound for home through the Gulf of Florida. He was placed in command of one of the prizes and brought her safe into New Bedford, Mass. In June, 1777, in company with Isaac Sears, he fitted out the *Independence* at New York of which he took command. As Admiral Lord Howe had arrived with the British fleet at the Narrows and blocked that entrance to the harbor he made the

passage through Hell Gate and Long Island sound, and proceeded to a station off the Azores where he took several prizes and captured three valuable ships out of a Windward Island convoy, one of the vessels captured being superior in both guns and men to the *Independence*.

On his return to the United States he fitted out the ship *Mars*, 20 guns, and sailed on a cruise to the English channel. He sent some of his numerous prizes into Quiberon bay, which act in a measure laid the foundation for Lord Stormont to remonstrate with the French court against the admission of American privateers and their prizes into her ports. On his return to Philadelphia he engaged in fitting out privateers and some of the most important of the armed private vessels from that port were owned in part by him.

He commanded some of these ships and brought in from France and the West India Islands large cargoes of such captured goods as were needed by the American army. He carried over to France, Thomas Barclay, consul general to the French government, in the *St. James*, 20 guns and one hundred men, and in the passage encountered and badly whipped a British privateer of 32 guns and two hundred men. His antagonist was afterward towed into the port of New York, then held by the British, by one of the king's ships, in a dismantled condition owing to this encounter. From this voyage he returned to the

United States with the most valuable cargo ever brought into an American port during the war.

It will be seen that the services to his country during the war for Independence were all rendered on board private ships and outside the general naval establishment.

After the peace of 1783 Captain Truxton gave his attention to peaceful commerce and conducted an extensive trade with Europe, China and the East Indies.

Upon the reorganization of the naval establishment in 1794, he was one of the first six captains selected by President Washington and in that capacity he superintended the building of the United States frigate *Constellation*, 38 guns, at Baltimore. His zeal was so great that she was the first of the six frigates authorized by the law of 1794, ready for sea, and he was directed to cruise for the protection of American commerce in the West Indies. He effectually guarded the interests of American merchants and an enemy's privateer could scarcely look out of port without being captured. On February 9, 1799, when five leagues off the Island of Nevis, the *Constellation* being alone, Captain Truxton discovered a large ship to the southward upon which he immediately bore down. He promptly hoisted the American ensign and the strange sail showed the French colors and fired a shot to windward, the signal of an enemy. At 3.15 p. m. the commodore was hailed by the French captain and

the *Constellation* ranged alongside the French frigate and poured a close and extremely well directed broadside which was instantly returned. After an hour and a quarter occupied in a rapid exchange of broadsides the Frenchman hauled down her colors and Captain Truxton received the surrender of the French frigate *Insurgente*, 40 guns, and four hundred and seventeen men from Captain Barreau her commander.

The *Insurgente* had lost twenty-nine men killed and forty-four wounded, and was a complete wreck, while the one man killed on the *Constellation* was a gunner, shot by Lieutenant Sterrett for leaving his quarters during action. This disparity of loss can only be accounted for by the superior discipline on Captain Truxton's ship.

It is recorded that while he commanded the *Constellation* but one man was whipped at the gangway, and that was for extremely bad conduct, and that he he was left at the first port as unworthy to belong to the crew of the *Constellation*. The prize was carried into Barse Terre, St. Christophers, and after refitting was added to the American navy. This was the first example of the engagement of an American frigate with an enemy of superior force, and very few of the *Constellation's* crew had ever before engaged in a sea fight.

The gallantry displayed by Commodore Truxton was highly applauded not only in America but by European naval authorities. He received congratulatory

addresses from all quarters, and the merchants of Lloyd's coffee house sent him a present of plate valued at upwards of six hundred guineas, with the action between the frigates beautifully engraved on the same.

Captain Barreau in a letter to Commodore Truxton says:—"I am sorry that our two nations are at war; but since I have unfortunately been vanquished, I felicitate myself and crew upon being prisoners to you. You have united all the qualities which characterize a man of honor, courage and humanity. Receive from me the most sincere thanks, and be assured I shall make it a duty to publish to all my fellow citizens, the generous conduct which you have observed towards us."

Captain Truxton, in his official report to Secretary of War Stoddert, February 10, 1799, after describing the action, says:

" * * * I have been much shattered in my rigging and sails, and my fore topmast rendered, from wounds, useless; you may depend the enemy is not less so. The high state of our discipline with the gallant conduct of my officers and men, would have enabled me to have compelled a more formidable enemy to have yielded had the fortunes of war thrown one in my way. As it is, I hope the President and my country will for the present be content with a very fine frigate being added to our navy, and that, too, with the loss of only one man killed and two wounded, while the enemy had (the French surgeon reports) 52 or 53 killed and wounded. Several were found dead in the tops, etc., and thrown overboard eighteen hours after we had possession. I must not omit in this hasty detail to do justice to Monsieur Bureau, for he defended his ship manfully, and from my raking him several times fore and aft, and being athwart his stern, ready with every gun to fire when he

struck his colors, we may impute the conflict not being more bloody on our side; for had not these advantages been taken the engagement would not have ended so soon, for the *Insurgente* was completely officered and manned."

In closing his report to the Secretary of the Navy, Captain Truxton distributes the honors won in the fight in these considerate and generous words:

"For the honor of our nation, I must declare that it is impossible for officers and men in any service to have behaved better than my people did generally on this occasion; it must therefore not be understood, because I have mentioned the names of a few of the principal gentlemen, those of an inferior grade in their stations are less deserving; on the contrary, to the latter I always felt most indebted for their exertions in the hour of battle, as they have generally much less at stake than those in higher stations, and consequently less inducement to display their valor."

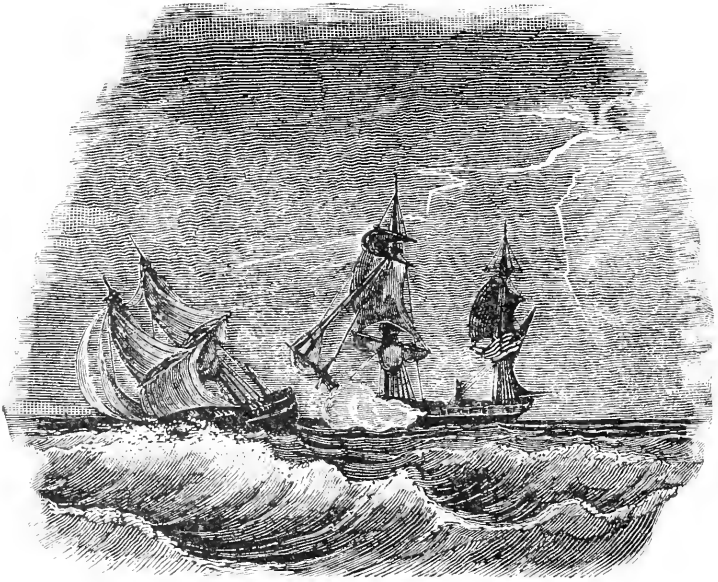
The *Constellation* was in a very short time again at sea, and the infant American Navy effectually cleared the West Indies of French privateers and that class of vessels dreaded by all nations, the disnationized Buccaneers. The different ships engaged in this work cruised separately to afford better protection to the American merchantmen.

Commodore Truxton learned that the French frigate *Vengeance*, a large national ship of 54 guns and upwards of five hundred men, including several general officers with troops on board, was lying at Gaudaloupe, and he proceeded in January, 1800, to a point off that port, determined, notwithstanding her heavier metal and greater size, to bring her into action should she put to sea. On February 1, 1800, at half-

past seven o'clock in the morning, he discovered a sail in the southeast standing to the westward which proved to be the *Vengeance*. Her captain crowded all sail to avoid the *Constellation*, but after a chase of twelve hours an action was brought on by a fire from the stern and quarter-deck guns of the fleeting French ship. This was not answered by the *Constellation* till she had gained the weather quarter of her antagonist. Commodore Truxton gave orders below not to throw away a single charge of powder, but to take good aim directly into the hull of the enemy with round shot and grape, loading and firing as rapidly as possible. The battle at close quarters was maintained for over four hours, until after midnight, when the enemy's fire was completely silenced, and the ship sheered off.

At this moment, when the American commander felt sure of his prize and was using his men to secure his mainmast which had been badly cut, he had the misfortune to have it go by the board as a sudden squall struck the ship. Before he could effectually clear his deck of the wreck, the French ship effected her escape. Her departure was so sudden and unexpected that those on board the *Constellation* supposed that she had foundered in the sea with all on board. It appeared, however, that she made the port of Carra-coa in a shattered condition with 160 men killed and wounded and her masts and rigging badly damaged. The French commander had kept his men at the pumps for the entire run into port to keep her from

foundering. He afterward generously acknowledged that he had struck his colors twice but the American commander in continuing the fire had determined to sink the ship. The fact was that Commodore Truxton had failed to see the signal in the darkness. In the



Constellation and Vengeance.

From an old wood-cut.

engagement the *Constellation* had fourteen men killed and twenty-five wounded. Among the killed was James Jarvis, a young midshipman of great promise and excellent family, who commanded the maintop. His courage in this fierce encounter was wonderful and he faced certain death without hesitation.

When warned by an old sailor that the mast was cut and was likely to go by the board, and requested with his men to come down, Jarvis had replied :

“ If it goes we must go with it.”

And a few moments afterward it went and carried all but one of the topmen into the sea and a watery grave.

In his address to his officers and crew Captain Truxton, after explaining the cause of the escape of the enemy after being vanquished, said :

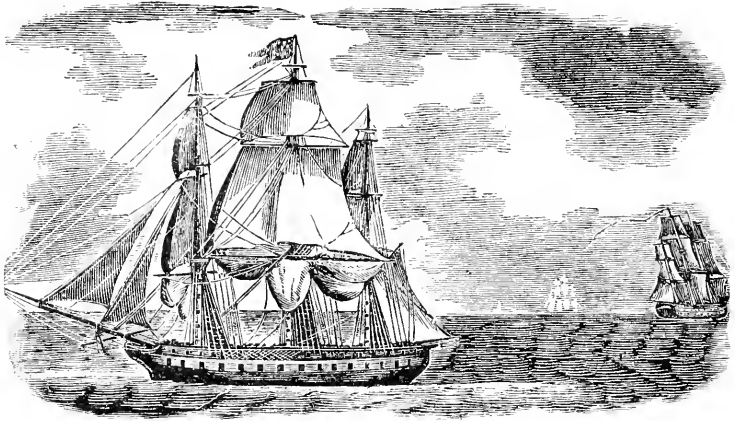
“ As the commander, therefore, I feel infinite satisfaction in returning my thanks to the officers of every description, seamen, marines, and others, for the gallantry they displayed on this occasion, which, under a beneficent Providence, has enabled me to add another laurel to the American character on the records of the navy.”

Congress voted Captain Truxton a gold medal, and passed the following resolutions, which are worthy of being repeated in every published account that claims to record the gallant deeds of America's naval heroes :

“ Resolved by the Senate and House of Representatives of the United States of America in Congress assembled : That the President of the United States be requested to present to Captain Thomas Truxton a golden medal emblematical of the late action between the United States frigate *Constellation*, of 38 guns, and the French ship-of-war *Vengeance*, of 54 guns, in testimony of the high sense entertained by Congress of the gallant and good conduct in the above engagement, wherein an example was exhibited by the captain, officers, sailors and marines honorable to the American name and instructive to its rising navy.

“ And it is further resolved that the conduct of James Jarvis, a midshipman in said frigate, who gloriously preferred certain death to an abandonment of his post, is deserving of the highest praise, and that the loss of so promising an officer is a subject of national regret.”

Captain Truxton was the next year transferred to the *President* and given sole command of the West Indian squadron, with the rank of commodore. In 1802 he was designated for the command of the expedition against Tripoli. In his preparations for this expedition he asked the new Secretary of the



President and Plantagenet.

From an old wood-cut engraved in 1831.

Navy, Robert Smith, for the appointment of a captain on board his flagship. This request was looked upon by President Jefferson, with his extreme democratic notions, as savoring too much of an aristocratic establishment in the navy, and aware that Commodore Truxton was well acquainted with his avowed sentiment on this very subject, the President interpreted the request in the nature of a resignation, which he

promptly accepted, dropping Commodore Truxton's name from the navy list.

He retired to his farm in New Jersey and afterward removed to Philadelphia where he was high sheriff, 1816-1819. Eight of his grandsons followed their illustrious grandsire in selecting the navy as a life calling, and received their training at the Naval Academy at Annapolis, Md. Commodore Truxton died in Philadelphia, Pa., May 5, 1822.



Edward Peble

XV.

EDWARD PREBLE.

“The energy and intrepidity which marked his character, the passion for achieving deeds of honor that glowed in his breast, were emulated and shared by his officers and fully seconded by his men who thought mighty things easy under such a commander.”—*Portfolio*.

Edward Preble was born in Portland, Maine, then Falmouth, on Casco Bay in the State of Massachusetts. His father, the Honorable Jedediah Preble, was a brigadier-general in the Massachusetts militia and after the beginning of the Revolutionary war, a senator and council of the Commonwealth. He died in 1783, in the seventy-seventh year of his age.

As a boy Edward loved adventure and his temperament was firm, resolute and persevering. His constitution, naturally robust, he had developed into great strength by systematic outdoor exercise and athletic sport. His father wished to give him a college education and with this end in view placed him at Dummer Academy, Newbury, under the care of Samuel Moody, a celebrated teacher. He was a diligent student and out of school a ruling spirit in sport.

It is recorded of his school experience that his preceptor was liable to gusts of temper, portentous in appearance, though harmless in effect. On one occasion

young Preble in an encounter with a schoolfellow had given a blow which covered his antagonist's face with blood. When the boy presented himself in school in this plight, announcing Preble as the cause of his misfortune, the master's ire was raised to a tempest. Seizing the fire-shovel he sprang toward the offender aiming a blow at his head, but which he took good care should miss the mark and land with a ringing noise upon the desk. He repeated the motion bringing the deadly weapon down with the utmost violence on the other side of the apparent victim. Young Preble did not change his attitude or countenance. He sat perfectly erect and looked calmly at his assailant. The teacher from being pale and quivering with rage became instantly composed and turning away exclaimed, "That fellow will be a general!"

Against the wishes and hopes of his father Edward persisted in his plan to be a sailor, and after three years at the school he entered on board a ship. His first voyage was to Europe on board a letter of marque, Captain Friend, and his first experience, although trying in the extreme, did not cure him of his infatuation, but gave evidence of the hardihood and courage afterward so conspicuous in his naval career. About the year 1779 he became midshipman in the state ship *Protector*, 26 guns, Captain John Forster Williams. On the first cruise the *Protector* engaged in a sea fight with the letter-of-marque *Admiral Duff*, 36 guns, off the banks of Newfoundland.



It was a short but hard-fought battle, and at such close quarters that hand grenades were hurled from one ship to the other with effect. The *Admiral Duff* struck her flag but the fire raging in her rigging and on her deck reached the magazine and she was destroyed. Captain Williams succeeded in saving about forty of her crew who had taken refuge in the water. With these men as prisoners he continued his voyage, and soon a malignant fever broke out among the prisoners and extended to the crew of the *Protector*, two-thirds of whom were carried off by the disease.

He returned to an eastern port, landed the remnant of his prisoners and recruited his crew after which he sailed on a second cruise. Falling in with a British sloop-of-war and frigate the *Protector* was unable to escape from the vessels and was captured and carried to New York. From here Captain Williams and the chief officers were carried to England, but young Preble, through the influence of Colonel William Tyng, a friend of his father, obtained his release. On returning home, after some months of inactivity, he entered as first lieutenant on board the sloop-of-war *Winthrop*, Captain George Little, who had been Captain Williams's second in command on the *Protector* and who had scaled the walls of the prison at Plymouth, England, and escaped with one other prisoner in a wherry to France taking passage thence to America and landing in Boston.

While on the *Winthrop* Lieutenant Preble boarded and cut out an English armed brig anchored in Penobscot harbor under circumstances that gave the exploit much publicity.

Captain Little had taken the brig's tender and from the crew gained information of the situation of the brig which made him resolve to attempt to surprise and seige her. The method he used was to dress forty of his crew in white frocks to enable them to distinguish friend from foe in the dark. When he had run alongside the brig in the night he was hailed by the enemy, who supposed the *Winthrop* to be their own tender, with:

“You will run aboard.”

Captain Little answered:

“I am coming aboard.”

And immediately Lieutenant Preble with fourteen men sprang into the brig. The motion of the vessel was so rapid as to carry it beyond the brig before the rest of the crew could board, and this left Preble with his little force on the deck while the boat with Captain Little and thirty-seven men was beyond the reach of the brig and would have to tack before they could afford any help. Thereupon Captain Little called out to Preble,

“Will you not have more men?”

With great presence of mind and in a loud voice he answered,

“No; we have more then we want; we stand in each other's way.”

Those of the enemy's crew who were on the deck were seized with fear and leaped over the side swimming to the shore. Others followed from the cabin windows. Preble instantly entered the cabin and found the officers in bed or just rising. He assured them they were his prisoners and that resistance was vain and that if they attempted to escape they would be shot down. Believing the vessel to be in the possession of a considerable party they offered no resistance to their arrest. Meanwhile the sailors who had jumped overboard and reached the shore spread the alarm, and the British troops in possession of the town marched down to the vessel and commenced a brisk firing with muskets while the land battery opened a cannonading on the captured brig, but their aim was too high to take effect. In the meantime Lieutenant Preble and his men got their prize out of the harbor in the face of the musketry of the soldiers and the cannonading from the land battery, and carried her in triumph into Boston.

Lieutenant Preble continued on the *Winthrop* till the peace of 1793 was declared when he became a ship-master and made successful voyages to all parts of the globe.

In the year 1798 the conduct of the rulers of France toward the United States had awakened a spirit of resistance in both the people and the government. The President issued a call for a navy, which had been, as it now proved, hastily and imprudently disbanded.

The friends of a policy favoring a standing army and a strong naval force ready for any emergency, not only of defence but as well of negotiation, but who had been overruled by the conservative party, now came forward and supported the President in his demand.

In 1799 fifteen frigates and twelve other vessels of war were built and commissioned. The naval heroes of the Revolution who had proved so effective in that struggle, had not yet grown too old to be employed in the service, and they offered the new navy the benefit of their experience.

Of the five lieutenants appointed Mr. Preble was one, and he made two cruises with the *Pickering* which he commanded. He was then promoted captain and was given command of the frigate *Essex*, 36 guns. In January, 1800, he made a voyage in her to Batavia in company with Captain James Sevier, commanding the *Congress*, to convoy returning American merchantmen from India and the East.

The day after leaving port they encountered a snow-storm and in it they parted from the three vessels they were convoying out. On the 12th in a heavy gale the *Essex* parted from the *Congress* which vessel had been dismasted and obliged to put back to port. The *Essex* pursued the voyage alone without knowledge of the mishap to the *Congress*. After waiting at the Cape of Good Hope a suitable time, hoping that she would come up, the *Essex* sailed for Batavia making, on the way out and on the return

voyage, cruises in the Straits of Sunda each occupying a fortnight.

Captain Preble left for home having under convoy fourteen sail of American merchantmen with cargoes valued at several millions of dollars. He brought his valuable wards safe to New York near the end of the year. This long voyage greatly undermined his health which failed rapidly afterward. He was given command of the *Adams* and ordered to the Mediterranean, but finding himself too ill to undertake the voyage he was obliged to resign her to Captain Campbell.

In 1803 he had partially recovered, and in May of that year he was appointed to the command of the *Constitution*, then lying in Boston, and which he was instructed to get ready for sea. In June, 1803, he received orders to take command of the squadron then preparing for active service in the Mediterranean. The fleet was to be made up of the *Constitution*, 44 guns, flagship; the *Philadelphia*, 44 guns, Captain Willaim Bainbridge, already at the station; the *Argus*, 18 guns; the *Syren*, 16 guns, Lieutenant Stewart; the *Nautilus*, 16 guns; the *Vixen*, 16 guns; and the *Enterprise*, Lieutenant Stephen Decatur, 14 guns.

President Jefferson in his message to Congress October 3, 1803, speaking of this expedition and its purpose said: "The small vessels authorized by Congress with a view to the Mediterranean service have

been sent into that sea, and will be able more effectually to confine the Tripolitan cruisers within their harbors, and supercede the necessity of convoy to our navigation in that quarter. They will sensibly lessen the expenses of the service the ensuing year."

The Secretary of the Navy, in announcing to Captain Preble his appointment, observed: "Reposing in your skill, judgment and bravery the highest degree of confidence, the President has determined to commit the command of this squadron to your direction. To a gentleman of your activity and zeal for the public service, to command your most strenuous exertions, I need only inform you that your country requires them."

In his answer Captain Preble said:

"I am fully aware of the great trust and high responsibility connected with this appointment. The honor of the American flag is very dear to me, and I hope it will never be tarnished under my command."

At this time our situation with respect to Morocco and Tunis was critical, and as to Tripoli it had been hostile for two years. The administration had adopted the same policy pursued toward these powers by European countries in giving them presents or annuities in conformity to their prejudices and habits, at the same time making an occasional display of force by sending men-of-war in their seas, and by thus intimidating them keeping down their demands to a reasonable amount.

The tribute had been paid regularly previous to 1793, without recourse to the expense of a naval demonstration, and the demands of the African governments had become exorbitant and threatening. Great sums had been paid in specie and in articles of war, and this was especially exacting on the part of Algiers. The new bashaw of Tripoli who had deposed his elder brother, not satisfied with the tribute already levied on our government determined to exact more by sending out cruisers to prey upon the American trade. Commodore Dale and subsequently Commodore Morris had while in charge of the Mediterranean station furnished convoys to American merchantmen and had blockaded their principal cruiser at Gibraltar, and fired upon and dismantled another. Both Dale and Morris had recommended small vessels to act as a blockading fleet rather than the large frigates and men-of-war. It was with this in view that Commodore Preble's fleet was made up of boats carrying 16 and 18 guns.

The *Constitution* was not ready to sail till the 13th of August. Commodore Preble experienced great trouble in shipping a crew as he endeavored to man the ship with American seamen, and the merchant service was paying higher wages than the navy.

He arrived at Gibraltar September 12, and there learned that Captain Bainbridge had captured the Moorish ship *Mirboka*, 22 guns and 100 men, with orders among her papers to cruise for Americans.

The paper was not signed but the captain said it had been delivered to him sealed by the government of Tangier with orders to open it at sea. Under these orders she had captured the American ship *Celia*, Captain Bowen, which was then in company and which Captain Bainbridge restored to the owner.

The next day Commodore Preble wrote to the American consul, Mr. Simpson, at Tangier, instructing him to assure the Moorish court that the United States desired peace with his majesty if it could be had on proper terms — that he could not suppose the emperor's subjects would dare to make war without his permission; but as their authority was disarmed by the governor he should punish as a pirate every Moorish cruiser found to have taken an American vessel.

Pending an adjustment of this difficulty Commodore Preble requested Commodore Rodgers, who was under orders to proceed with the frigates *John Adams* and *New York* to the United States, to remain on the station for a few days.

On the 17th he appeared with the *Constitution* and the *John Adams* in Tangier bay and hoisted a white flag in token of peace, but with all his men at quarters by way of precaution. The United States consul was not permitted to come on board nor to write to the commodore except on an open slip of paper, he being in fact a prisoner in his own house with two guards at his door.

He obtained the consent of Commodore Rodgers to remain and co-operate with him, and he then gave orders to his squadron to bring in for examination all vessels belonging to the emperor and his subjects. He dispatched his smaller vessels to cruise off Mogador, Sallee, Zarach and Tetuan while he entered the bay of Tangier several times. He also dispatched the *Philadelphia* and the *Vixen* to lie before Tripoli.

The emperor was reported absent and expected to return on October 5th. On that day Commodore Preble in the *Constitution* with the *Nautilus* in company anchored in Tangier bay, one and a half miles from the battery. On the 6th he was joined by the *John Adams* and the *New York* and they all moved nearer to the town. The ships were kept cleared for action and the men at quarters night and day. On the 6th his majesty arrived with a body of troops, horse and foot, estimated at 5,000 and encamped on the beach opposite the American squadron. The commodore ordered the flag-ship dressed and a salute of twenty-one guns fired, which was answered from the battery. The other ships saluted and had their salutes returned the next morning. The consul gave notice that on the arrival of the emperor's minister negotiations would be opened. The emperor sent to the ship a present of bullocks, sheep and fowls dressed for the table as a token of his good will.

On the 8th the emperor and his suite with a large body of troops visited the beach and batteries on the

bay and the *Constitution* saluted again with twenty-one guns, which apparently pleased the court. The consul gave notice of the release of the American brig detained at Magador, and informed Commodore Preble that the following Monday, the 11th, was fixed for an audience. On that day the commodore, Colonel Lear, Mr. Morris as secretary, and two midshipmen landed at Tangier.

Before he left his ship Commodore Preble gave orders that should the party be forcibly detained, no consideration for their safety should be made, but that the fleet should open fire on the town. On approaching the emperor the commodore refused to lay aside his side arms according to Moorish custom, and was allowed to carry them. He obtained a promise of a restoration of all American vessels captured and a ratification of the treaty of 1786, together with a letter of friendship and peace to the President signed by the emperor.

We give the details of this peaceful solution of threatened war as an example of the value of a navy in enforcing peace, as well as in conquering an enemy. In either instance it reflects equal credit on the commander of the navy and on the men who stood at their guns ready to enforce his orders.

Commodore Preble now formally declared the blockade of Tripoli and sent notices of the fact to the ministers and consuls to be communicated to the respective neutral powers. On October 22d, after

returning from Cadiz, and while sailing from Algiers to Syracuse where he went to obtain supplies, he was informed of the disastrous loss of the *Philadelphia*, Captain William Bainbridge.

On December 14th he sailed with the *Enterprise* on a winter cruise and on the morning of the 23d, the *Enterprise* captured a ketch in sight of Tripoli, which had left the port at night bound for Bengaza. She was under Turkish colors and had as sailors both Turks and Greeks. She had on board, two Tripolitan officers of distinction, a son of one of the officers, a number of Tripolitan soldiers, and forty or more men and women, slaves belonging to the bashaw and his subjects. Commodore Preble at first determined to release the vessel and men claimed by the Turkish captain and to retain the Tripolitans, about sixty in number, as prisoners, but before executing the order he learned that the captain had been active in the capture of the *Philadelphia*, having on this very vessel carried to the doomed ship one hundred Tripolitans armed with cutlasses and muskets, and raising the Tripolitan flag in place of his own, had assaulted the ship and plundered the officers. Upon receiving this information Commodore Preble retained the ship and crew, as either a prize or a pirate. He converted her into the ketch *Intrepid*, after transmitting her papers to the government and having her appraised. We shall hear more from her in the sketch of Stephen Decatur.

Commodore Preble through the good offices of Sir Alexander Bell succeeded in conveying supplies and information to Captain Bainbridge and his officers and men in prison, and tried several times to effect their ransom, but did not think it wise to submit to the extravagant terms demanded by the regency. In the spring he took as a prize the *Tripoline*, and put her into commission as the *Scourge*.

Finding that no additional vessels were likely to arrive speedily from the United States he negotiated with the King of Naples for a loan of gun-boats, and General Acton, the United States minister at the court, effected the loan of six gun-boats and two bomb-vessels completely fitted for service, with permission to ship twelve to fifteen Neapolitans to serve on each boat under the American flag. On July 21, 1804, he joined the detachment off Tripoli, and his force consisted of the *Constitution*, 44 guns; the *Argus*, 18 guns; the *Siren*, 18 guns; the *Scourge*; the *Vixen*, 16 guns; the *Nautilus*, 16 guns; the *Enterprise*, 14 guns, six gun-boats of one brass 26-pounder each, and two bomb-ketches each carrying a 13-inch mortar, the entire fleet manned by 1060 men.

The enemy had on his castle and the several batteries 115 guns, and also had two schooners of 8 guns each, a brig of 10 guns and two gallies of 4 guns each. He had in his crews and the garrisons of his forts and batteries 3000 men, and the bashaw had called to the defence of the city more than 20,000 Arabs.

Commodore Preble was delayed in attacking the city by adverse winds that increased to a gale until the 3d of August, when he attacked the shipping at the entrance to the harbor. The order of battle on the part of the American attacking fleet was as follows: the gun-boats in two divisions of three each; the first division under Captain Somers on board No. 1, with Lieutenant James Decatur on No. 2, and with Lieutenant Blake on No. 3; the second division under Captain Decatur in No. 4, with Lieutenant Bainbridge in No. 5, and Lieutenant Trippe in No. 6. The two bombards were commanded by Lieutenant Commandant Dent, and by First Lieutenant Robinson of the *Constitution*.

At half-past one the squadron stood for the batteries; at two they cast off the gun-boats; at half-past two the signal was given for the bomb-vessels and boats to advance and attack, and in fifteen minutes after the signal was given, general action was begun by the bomb-vessels throwing shells into the city. This drew a response from the entire line of batteries in which 200 guns directed their fire at the squadron, then within musket-shot of the principal batteries. Captain Decatur attacked the eastern division of nine boats with his three and was soon engaged in a hand to hand conflict more minutely described under his own sketch. Lieutenant Trippe boarded one of the enemy's large boats with only Midshipman Jonathan Henley and nine men. His boat fell off before any

more could join him and he was left to conquer or perish with the fearful odds of eleven to thirty-six. In a few moments fourteen of the enemy were bleeding corpses, and twenty-two were prisoners, seven of them badly wounded. Lieutenant Trippe received eleven sabre wounds, some deep and dangerous. The blade of his sword yielded and he closed with his adversary and both fell. In the struggle Trippe wrested the Turk's sword from him and with it pierced his body. Midshipman Henley also displayed the valor and coolness expected only from veterans. Lieutenant Bainbridge had his boat grounded within pistol shot of the enemy's battery, but though exposed to continuous volleys of musketry he succeeded in getting off. Captain Somers with his single boat attacked and drove off five full-manned boats, leaving them in a shattered condition with many dead and wounded on board. Lieutenant Decatur engaged one of the enemy's largest boats which struck only after losing most of her men, and at the moment the brave lieutenant was stepping on his prize, he was shot through the head by the Turkish captain who escaped while the Americans were recovering the body of their unfortunate commander. The two bombs kept up a continuous fire at the town and the explosion of the shells spread consternation among the Arab troops.

The *Constitution* kept the enemy's flotilla in disorder, keeping in constant motion and going to the help of any weak point in the line of battle. She was

frequently within danger line of the rocks and her broadsides effectually silenced any battery she could bring them to bear upon. She was not able to remain long before a single fort as it was necessary to wear or tack to help some gun-boat or to direct her fire against a more destructive battery in another part of the harbor.

Commodore Preble felt sadly the need of a second frigate. After two and a half hours' combat the commodore signalled for the gun-boats and bombs to retire from the action, and for the brigs and schooners to take the gun-boats and their prizes in tow. The order was handsomely executed under cover of the guns of the *Constitution*. In fifteen minutes the squadron was out of reach of the enemy's shot and the commodore hauled off to give tow to the bomb-ketches.

The damage to the squadron was a mainmast of the *Constitution* cut thirty feet from the deck by a 32-pound shot, sails and rigging considerably cut, one of her quarter-deck guns injured by a wind shot, and a mariner's arm shattered by a piece of the broken shot, the only casualty on board. The other vessels and boats suffered in their riggings and had several men wounded, Lieutenant Decatur, the brother of Captain Stephen Decatur, being the only man killed. The extremely bad marksmanship of the enemy and the constant and rapid fire of the American guns confused the enemy and their shot went wide of the mark. Of the loss to the enemy no definite knowledge could be

gained. On the three boats captured with one hundred and three men on board, forty-seven of them were killed and twenty-six wounded, leaving only thirty fit for duty. Three other boats with their crews went to the bottom of the harbor and the decks of the remaining vessels were swept of numbers. On the shore several guns were dismantled, the town was considerably damaged and a large number of men were killed and wounded.

The bashaw and his people had apprehended danger, for the exploit of the burning of the *Philadelphia* had given them an example of the daring and bravery of American sailors, but they had little suspected so complete a disaster to their fleet, batteries and town. In fact when the bashaw saw the squadron standing in he observed,

“They will work their distance for tacking; they are a sort of Jews, who have no notion of fighting.”

The palaces and terraces of the houses were covered with spectators when the fight began, expecting to see the bashaw's boats drive the strangers from the harbor. They soon sought safety in the country and bomb-proofs, and while the fight lasted no spectators were to be seen on shore. One of the officers of the *Philadelphia* then in captivity reported a Turk as asking “if those men that fought so were Americans or infernals in Christian shape sent to destroy the sons of the prophet. The consuls tell us the Americans are a young nation, and gained their independence

through the aid of France; that they had a small navy and their officers were inexperienced, and that they were merely a nation of merchants, and that by taking their ships and men we should get a great ransom. Instead of this their Preble pays us a coin of shot, shells and hard blows, and sends a Decatur in a dark night with a band of Christian dogs, fierce and cruel as the tiger, who killed our brothers and burned our ships before our eyes."

On the 5th of August Commodore Preble prevailed upon a French privateer to carry to Tripoli fourteen wounded Tripolitans whose wounds had been carefully dressed. He sent with the prisoners a letter to the bashaw's minister. These prisoners are said to have reported to the prince that the Americans in battle were fiercer than lions, but in treatment of their captives were even more kind than Mussulmen. The return of the wounded gained a promise from the minister to return any American that might be wounded, but he said that he could not return any of the *Philadelphia's* crew.

On the 7th the French privateer returned with a letter from the consul saying that the bashaw had very much lowered his tone and would probably treat for terms. Further movement in that direction not being apparent Commodore Preble began a second assault with the bomb-vessels and schooners. These shelled the town and silenced a battery of seven guns. A hot shot from the enemy's battery passed through the

magazine of one of Preble's prize boats and she was blown up with a loss of ten killed and six wounded, including Lieutenant Caldwell of the *Siren* and Midshipman J. Dorsey. Midshipman Spence and eleven men were taken up unhurt.

Mr. Spence was superintending the loading of a gun when the explosion took place. He with the other survivors finished their work and discharged the gun while the boat was sinking, then jumped in the sea and were taken up by another boat. The American loss during the two hours' assault was twenty-two killed, two mortally wounded and four slightly hurt.

The *John Adams*, Captain Chauncey, arrived and joined the squadron at eight o'clock that evening and brought the news to Commodore Preble that four frigates were on the way to re-enforce the detachment.

As the frigates were to follow the *John Adams* in four days the commodore suspended further operations, awaiting their arrival. That vessel having been sent out as a transport, had her guns stowed by the *Kelson*, and their carriages put away in the other frigates. Hence she was not available for action till the other ships should arrive.

Captain Chauncey received orders to remain at the station that the Commodore might make use of his boats and men, should he deem it advisable to renew the attack before the arrival of the other frigates. On the 9th Commodore Preble in the brig *Argus* reconnoitered the harbor and the next day a flag of truce

was seen flying from the shore. A boat was sent to answer, but was not allowed to land. It brought from the French consul a letter informing the commodore that the bashaw would accept five hundred dollars each for the ransom of the prisoners of the *Philadelphia* and terminate the war without any consideration or annuity for peace. This demand amounted to \$150,000, and Commodore Preble rejected the offer, but for the sake of the captives, and to save the further effusion of blood, offered \$80,000 and \$10,000 for presents. The French commissary general undertook to negotiate the treaty when the bashaw suspended it, declaring that he would await another attack of the Americans.

Therefore, on the night of the 23d the bomb-vessels were directed to bombard the town under protection of the gun-boats, and they kept it up for five hours without much apparent effect. On the 27th the commodore stood in for Tripoli. Captain Chauncey and several of his officers and about seventy seamen from the *John Adams* volunteered their services on board the *Constitution* which anchored two miles from Fort English, the light vessels anchoring within pistol-shot of the enemy's line at three o'clock in the morning, with springs to their cables. They opened a brisk fire on the ships, town, batteries and castle which was warmly returned until daylight. Then the *Constitution* weighed anchor and stood in under the direct fire of Fort English, the castle, crown and mole

batteries and signalled the gun-boats to retire from action. When within sure distance the *Constitution* opened her battery with round and grape-shot upon the thirteen gun-boats and galleys which had engaged the Americans' small craft. This storm of shot sunk one of the gun-boats, disabled two and put the rest to flight. Commodore Preble then ran in along the batteries, within musket-shot distance and fired three hundred round shot besides grape and cannister into the bashaw's castle, the town and the batteries. He silenced the castle and two of the batteries and then hauled off.

On the 3d of September after repairing the damages of the other attack a third one was begun in which the *Constitution* took the brunt of the battle. In this all the vessels were injured in their shrouds and riggings and the *Argus* received a 32-pound shot in her hull. No lives were lost on the American fleet.

Commodore Preble then determined to send a fire-ship into the harbor to destroy the flotilla and at the same time to bombard the town. Captain Somers volunteered for this service and with the assistance of Lieutenants Wadsworth and Israel fitted out the ketch *Intrepid* for the dangerous expedition. In the ketch was stored 100 barrels of gunpowder and 150 fixed shells, with trains of fuses and other combustibles so fixed as to apply fire easily to the deadly magazine at the moment the venturesome crew should have

placed the fire-ship in position. On the evening of September 4, 1804, Captain Somers selected two fast-rowing boats to use in the escape of his volunteer crew. His own boat was manned by four seamen from the *Nautilus* and carried Lieutenant Wadsworth and six men from the *Constitution*. At eight o'clock they parted from the squadron and under convoy of the *Argus*, *Vixen* and *Nautilus* who approached within a short distance of the batteries, the *Intrepid* with her dangerous freight gained the inner harbor and as she neared the point of destination she was boarded and carried by two Tripolitan galleys of one hundred men each.

At this moment she exploded with an awful effect. Every battery was silenced and not a gun was fired afterward during the entire night.

Captain Somers is said to have assured a friend before he started on his perilous expedition, that in case he should be boarded, as he apprehended, he would not be captured.

It is very reasonable to suppose that finding the enemy in possession of his ketch, he seized a quick match and touched the trail of gunpowder that led to the mine, and in the explosion that followed he with his companions found a common grave with two hundred of the enemy.

This exploit was a test of heroism on the part of Captain Somers and his volunteer crew, that was only equaled in naval annals when Lieutenant Hobson

and his brave followers steamed the *Merrimac* past the fort into Santiago harbor in July, 1898.

On the arrival of Commodore Barron the squadrons joined and Commodore Preble obtained leave to go home, passing the command of the *Constitution* over to Captain Decatur. Congress voted the thanks of the nation and an emblematic medal which on the arrival of Commodore Preble in the United States was presented by the President with declarations of admiration and esteem. The next year peace was made with Tripoli, the American prisoners were ransomed, and the navy returned home.

Commodore Preble died in Portland, Maine, August 25, 1807. The Government ordered minute-guns to be fired, and other marks of naval mourning were ordered to honor the memory of the patriot and hero. He died surrounded by a large circle of friends, and the heroism that had gained for him renown in life did not forsake him as he stood on the threshold of the hereafter. He lived and died a Christian hero, and made one of the triumvirate of central figures of the early navy: Jones of the Revolution; Truxton of the West Indies; and Preble of the operations against Tripoli.

XVI.

STEPHEN DECATUR.

“His countrymen applauded his conduct as loudly when fortune was adverse as when she crowned him with the wreath of victory. It has ever been his country’s boast that Decatur was never a prisoner, but when commander of a single frigate he surrendered to the detachment of a fleet.”—*Memoir of Commodore Decatur.*

The hero of the American navy who on February 16, 1804, destroyed the frigate *Philadelphia* while in the hands of the enemy in the harbor of Tripoli, and received for the achievement a vote of thanks and a sword from Congress, was the son of Stephen Decatur, commander of the sloop of war *Delaware*, and afterward of the frigate *Philadelphia* in the war against France. He was born on the eastern shore of Maryland, January 5, 1779, his parents having retired there during the occupation of Philadelphia by the British. He was educated in Philadelphia and was warranted a midshipman in the United States navy in March, 1798, through the influence of Commodore Barry, and was joined to the frigate *United States*. He was promoted lieutenant while with Commodore Barry, and when the *United States* was docked for repairs, he joined the brig *Norfolk* and made one cruise to the Spanish Main as first lieutenant. On his return he resumed his station on the *United States*



Stephen Decatur

where he remained until peace was concluded with France.

He then sailed with Commodore Dale's squadron to the Mediterranean as first lieutenant of the *Essex*. On the return of that squadron he was ordered to the *New York*, one of the frigates in the second Mediterranean squadron under Commodore Morris.

When he returned to the United States on the *New York* he was ordered to the command of the *Argus* and with that vessel joined Commodore Preble's squadron then in the Mediterranean.

On arriving at the station he was to give over the command of the *Argus* to Lieutenant Hull and to take command of the schooner *Enterprise* then under command of Hull. After making this exchange he proceeded to Syracuse where the squadron was to rendezvous, and there he learned of the fate of the frigate *Philadelphia*.

It appeared that while Commodore Preble was carrying on his negotiations with the Emperor of Morocco, Captain Bainbridge, with the *Philadelphia* and the *Lexen*, had proceeded to blockade the harbor of Tripoli. On giving chase to a Tripolitan vessel seeking to enter the harbor, the frigate was led, in the excitement, too near the shore, and ran high on a reef of rocks, where she stuck, despite the best efforts of the captain to lighten her by cutting her anchors and throwing overboard her heavy forward guns. He then braced her yards aback and put out all her boats

astern to tow her into deep water. This too, failed, and the enemy took advantage of the helpless condition of the frigate and directed all their fleet to open fire upon the luckless ship. This they the more eagerly did, as it gave them an opportunity to revenge themselves for the severe punishment and humiliation they had received on board the *Tripoli* at the hands of Captain Sterritt. The *Philadelphia* had toppled to one side as the tide receded, and her guns were thus rendered useless as against the enemy, who directed their fire against the masts and rigging.

Captain Bainbridge, finding all efforts to float the frigate useless, and wishing to prevent the wanton sacrifice of his men, hauled down the flag. The Tripolitans at once put to their boats and rapidly rowed to the stranded frigate and crowded over her rails and through her portholes. They looted the chests and lockers and held up the officers and crew, taking from them watches, money, and any valuable trinkets or keepsakes they possessed, even stripping them of their uniforms, leaving officers and men alike in their shirts and trousers. The three hundred and seven making up the crew were carried in this condition before the pasha. They were all imprisoned in the building used before the war as the American consulate, where the flagstaff supporting the Stars and Stripes had been cut down, which act had led to the declaration of war. The Tripolitans at high tide succeeded in floating the *Philadelphia*, and recovering

her anchors and guns, cast overboard, they soon had her fully restored and in fighting trim and anchored in the inner harbor. Commodore Preble, on learning of this condition of affairs, determined to destroy the *Philadelphia* as she thus lay at anchor. To this end he accepted the voluntary services of Lieutenant Decatur to command the daring expedition.

He disguised the *Intrepid*, which he had captured a few weeks before from the enemy, with a Tripolitan rig, and accompanied by the *Siren*, Lieutenant Stewart, as a support and to cover his retreat, made the venture with a volunteer crew of seventy men, mostly from his own vessel. The *Philadelphia* was protected by the guns of the pasha's castle and by the neighboring forts, besides being surrounded by all the galleys of the enemy's flotilla.

Adverse winds delayed the expedition for over a week, and the *Siren* was left behind six or eight miles. As delay might prove fatal to the enterprise Decatur decided to venture in the harbor alone, which he did about eight o'clock. The *Intrepid*, in the darkness, had those of her crew forced to be on deck disguised with Maltese caps, while the remainder of the men were crouched in the shadows of the bulwark or below deck.

They passed the battery, gained the side of the ship, and hailed the officer of the *Philadelphia* in his own tongue, asking for permission to run a hawser to the frigate, as they had lost their anchors in the storm, and

would ride by her for the night. A breeze sprang up which drove the *Intrepid* about twenty miles away and directly under the guns of the *Philadelphia*. Decatur maintained perfect calmness, and in a low voice ordered the boat manned to carry the hawser to the frigate. This was met by a boat from the *Philadelphia* sent out to help them. The ends of the respective hawsers were spliced and the boat returned, while the crew of the *Philadelphia* quietly hauled the hawser taut and soon brought the *Intrepid* alongside the *Philadelphia*. Then the cry "Americanos!" broke upon the stillness of the night. They were discovered.

Decatur rang out the order "Board!" and with Lieutenant Morris leaped upon the deck of the *Philadelphia*. The crew followed, each armed with cutlass and pistol. The Tripolitan crew, panic-stricken, rushed to the bow and leaped from the rail into the water. A few, more brave, offered a feeble resistance, but soon succumbed.

The victorious boarders prepared the combustibles, methodically applied the match, and the whole ship was soon in a blaze. Decatur was the last to leave the burning frigate, and swung from the rail into the rigging of the *Intrepid* as she veered off to escape the conflagration. All the guns of the forts at this moment were trained toward the little *Intrepid*, as the glare from the burning frigate lightened the harbor and discovered her position. The shot fell fore and aft and alongside, throwing up columns of spray.

Only one struck the target, making a hole through her topsail. No lives were lost and only four men were wounded. The wind fortunately filled her sails, and aided by the powerful arms of the rowers who propelled the oars, the *Intrepid* was soon out of reach of the batteries, and another chapter was added to the daring deeds of America's naval heroes. Lord Nelson, then commanding the English fleet off Toulon, characterized the exploit as "the most bold and daring act of the age."

For this gallant and romantic achievement Lieutenant Decatur was promoted to the rank of post-captain, there being at the time no intermediate grade. This promotion was made with the consent of the officers over whose heads he was raised, and was thus especially gratifying to the recipient.

When the attack on Tripoli was planned by Commodore Preble in the spring of 1805, Captain Decatur was given command of one of the divisions made up from the gun-boats loaned by the King of Naples, and Lieutenant Somers commanded the other division.

The account of this naval battle is given at length in the sketch of Commodore Preble; the part personally taken by Decatur will properly belong to this sketch.

Captain Decatur was in the leading boat of the assaulting line, and when he came within range of the batteries a heavy fire was opened upon him along the entire line, as well as from the enemy's gun-boats.

The commodore seeing the danger, endeavored to order Captain Decatur to retreat, but found no such signal in the code in use. He therefore continued to advance till the opposing gun-boats came in contact. The crews were equal in numbers, about forty men being on each boat. Decatur had thirteen Neapolitans and twenty-seven Americans, and as he led his men to the deck of the enemy his countrymen were prompt to support him, but the Neapolitans remained behind. The Turks, however, did not maintain the hand to hand combat with the firmness for which they had gained a reputation. Decatur had the deck of the enemy in ten minutes. Eight of the Turks took refuge in the hold, and the rest were either dead upon the deck or had jumped into the sea. Of the Americans only three were wounded.

As Decatur was about to withdraw with his prize he learned of the death of his brother, Lieutenant James Decatur, through the treachery of the captain of a boat who, after striking his flag to the American, shot his captor as he stepped on board his prize.

Captain Decatur finding that the cowardly Turk had escaped with his gun-boat, pushed within the enemy's line with his single boat determined to avenge the death of a brother so basely murdered. He reached the side of the vessel at the head of eleven men, all the Americans he had left, and for twenty minutes maintained a doubtful contest. All

the Americans but four were now severely wounded, and Decatur, signalling out the murderer of his brother, made him the particular object of his vengeance.

The Turk was armed with an espontoon, Decatur with a cutlass, and in attempting to cut off the head of the weapon of his antagonist, his sword struck on the iron and broke close to the hilt. As the Turk closed on him he was slightly wounded in the right arm and breast by the spear which he seized and both combatants fell to the deck, Decatur being on top. With this the Turk drew a dagger from his belt and as he raised it to plunge it into the brave captain's breast Decatur caught his arm and drawing a pistol shot him dead.

While the respective commanders were thus engaged the crews had rushed to their aid and between the opposing sides a sanguinary conflict took place. As Decatur tried to rise he found himself pinned down by the killed and wounded who had fallen around him. One heroic American tar who had lost the use of both hands, seeing his captain assaulted from behind by a treacherous enemy, and about to receive a blow upon his head from an uplifted sabre that must have been fatal, rushed between him and the weapon and received the blow upon his own head. Fortunately the heroic sailor was not fatally injured and he was afterward pensioned by the government.

Decatur succeeded in getting both his prizes to the squadron and received the thanks of Commodore

Preble in general orders. When that officer was superseded in the command of the squadron he gave the *Constitution* to Captain Decatur who had received his commission to date from February 16, 1804, the day on which he destroyed the *Philadelphia*.

He was transferred from the *Constitution* to the *Congress* and when peace was concluded with Tripoli he returned in the latter vessel to the United States.

He superseded Commodore Barron in the command of the *Chesapeake* and was in charge of the southern squadron until the *United States* was again put in commission when he was assigned to that frigate.

His next engagement was in the war of 1812 when his frigate was one of the fleet which under Commodore Rodgers had sailed from New York on a second cruise. He parted company with the fleet October 12, 1812, and on the 17th captured the British packet *Swallow* with a quantity of specie on board. On the 25th the *United States* made a large sail which proved to be a British frigate which opened fire. Then began a series of manœuvring which tested the skill of the navigators of both ships, and this with occasional broadsides from each ship as she gained the advantage by tacking and wearing, consumed an hour, the Englishman suffering heavily while her own fire inflicted little damage to the *United States*.

Another broadside from the American brought down over the lee of the English frigate her

mizzen mast, which had been shot away about ten feet above the deck. Captain Decatur now directed his guns to destroy the remaining masts and rigging and the forecourse was soon in ribands, the fore and main topmasts went over the side, the main-yard was cut away and hung in the slings, and the foremast was tottering, leaving her almost unmanageable. With his men manning the larboard guns the *United States* filled her mizzentopsail, and as she tacked, the enemy, supposing it to be a movement toward running away, gave three cheers and set a union jack in the main rigging, all the other flags having come down with the destruction of the masts and spars. As the *United States* luffed up to close, their exultation ceased and the union jack came down. Captain Decatur then crossed the stern of the stranger and demanded the name of the antagonist, and if she had struck. To this the reply came that the frigate was the *Macedonian*, 38 guns, Captain Carden, and that she had struck and was ready to receive her captor on board.

On taking possession of the vessel Captain Decatur found that the *Macedonian* had received no less than one hundred round shot in her hull and was fearfully cut to pieces. She had three hundred men on board of which number thirty-six had been killed in the engagement and sixty-eight wounded. The ship was two years old and one of the finest frigates in the British navy commanded by Captain John S. Carden, one of the ablest officers. She was in prime order and

but four months out of dock. She mounted 49 guns, 18 on her gun-deck and 32-pound carronades above.

The *United States* suffered comparatively little, losing four killed and seven wounded, and her hull and rigging was in condition to continue the cruise without many repairs.

Commodore Decatur received Captain Carden on board and when that officer presented his sword the gallant conqueror made a gesture of protest and remarked:

“ I cannot think, captain, of taking the sword of an officer who has defended his ship so gallantly, but should be happy to take you, sir, by the hand.”

Commodore Decatur convoyed his prize home in safety although the ocean was swarming with British ships. She was received in the port of Newport, R. I., under command of Lieutenant William H. Allen, where she was partially repaired. She then went to New York and passed to the command of Captain Jacob Jones, and the *United States* being again ready for sea, in the latter part of May, 1813, in company with the sloop-of-war *Hornet*, Lieutenant Biddle, the three vessels proceeded to sea by way of Long Island sound. They were blockaded in the harbor of New London, Conn., by the British squadron under Sir Thomas Hardy of the *Ramilies*, 74 guns, and several other equally efficient men-of-war.

Seeing no immediate possibility of getting to sea, the department ordered Decatur to the *President*,

then in New York, and until recently the flag-ship of Commodore Rodgers. He got his ship under way on the morning of January 14, 1815, and anchored within the Hook, having struck her false keel on the bar and otherwise sustained damage. Being still tight, he then stood to the east and being chased by a heavy frigate in a light wind, he was obliged to lighten ship by throwing overboard provisions, and to wet down her sails. The stranger was accompanied by a considerable fleet, and all hope of escape had vanished when he conceived the bold plan of closing and boarding the enemy, and by obtaining possession of the better ship to increase his chances of escape.

On calling the men to quarters all greeted him with hearty cheers as he disclosed his plans and an eye-witness on board thus records the scene :

“It was truly astonishing to see the cool deliberate courage and cheerfulness that prevailed among the officers and crew, in the face of an enemy more than four times their force. From this you may conceive what we would have done had we anything like an equal force to contend with. Every arrangement was now made to close with the leading ship which had at this time ranged up nearly within pistol-shot. Our brave commodore placed himself at the head of the boarders. At 5.00 p. m. we wore short around with the intention of laying him on board, but as if he had anticipated our design, he immediately wore

and hauled to the wind, fearing to close, although the whole squadron was coming up fast. He having the wind it was impossible for us to close for boarding. We then opened fire and in fifteen minutes his sails were very much cut up.

“Both ships now falling off they continued engaging before the wind for an hour and a half in which time his spars, sails and rigging were literally cut to pieces, and his fire nearly silenced, only firing single guns at long intervals. We now quit him and in hauling up, had to expose ourselves to a raking fire, but he was so much cut up that he could not avail himself of the advantage, and only fired three or four shots; we then, astonishing to relate, went out of action with every sail set and soon left our antagonist out of sight. We were now going off with everything set, our damage but trifling, canvas all wet again, and began almost to flatter ourselves on the probability of escaping.

“Had thick weather set in, of which there was every appearance, no doubt but we should have succeeded. On the contrary it continued fine, and the three other ships were plainly discernible, making their night signals. Two in particular were nearing us fast, as the concussion of our guns had destroyed the wind, whereas they were bringing up the breeze with them.

“About two hours from the time we had left the ship we had engaged, one of the enemy had approached

within half gun-shot, the other taking a raking position.

“ Being now assailed by so superior a force without any probability of escape, our brave commodore with great reluctance, being dictated by motives of humanity, ordered a signal of surrender to be made, notwithstanding which, they continued to fire into us for more than fifteen minutes through mistake.”

On the restoration of order it was found by Commodore Decatur that he had struck to the British frigate *Majestic* and that the vessel he had so badly used up was the *Endymion*, 40 guns, a 24-pounder frigate, while the third was the *Pomone*, 38 guns, and the fourth the *Tenedos*, also 38 guns.

In the long and close cannonade the *President* lost twenty-four killed and fifty-six wounded and was badly injured in her hull and spars.

Among the slain were Lieutenants Fitz-Henry, Babbitt, Hamilton and Howell. First Lieutenant Babbitt was a native of Massachusetts, and had been once captured. He was standing on the coamings of the after-hatch, working the ship, and Commodore Decatur was seated on the hammock-cloths giving directions, when the *Endymion's* first broadside was received. A twenty-four-pound shot struck Lieutenant Babbitt in the knee and he fell down the hatch, fracturing his skull by the fall and dying within half an hour. An order was sent for Second Lieutenant John Templar Shubrick of South Carolina to take the

trumpet dropped by his unfortunate senior officer. As he was passing aft along the gun-deck he asked Third Lieutenant Hamilton, son of Paul Hamilton, the former Secretary of the Navy, who commanded the after-guns and who was his townsman, how he was getting on. While making a cheerful reply Lieutenant Hamilton was nearly cut in two by a heavy shot. Fourth Lieutenant Howell, a son of Governor Howell of New Jersey, was killed on the quarter-deck by a spent grape-shot which fractured his skull.

The *President* was carried to Bermuda and both she and the *Endymion* were dismasted in a gale before reaching port, the latter vessel being obliged to throw overboard her upper-deck guns.

Commodore Decatur was paroled and arrived at New London, February 22, 1815, in the frigate *Narcissus*, Captain Gordon. On landing, the populace placed him in a carriage and removing the horses, drew him through the principal streets amid the applause of the thousands assembled to greet the hero, and in the evening a ball was given in honor of the hero, of the conclusion of peace, and of the birthday of Washington, in which the British and American naval officers and the citizens joined. A court of inquiry was called, and he with all his surviving officers were acquitted of any blame for the loss of the *President*.

On the declaration of war with the Barbary powers, February 23, 1815, Congress determined to send two

squadrons to the Mediterranean, one from Boston under command of Commodore Bainbridge and the other from New York under Commodore Decatur, with Bainbridge as commander-in-chief of the united squadron.

Decatur hoisted his broad pennant on the *Guerriere*, 44 guns, Captain Lewis, and the remaining vessels of his fleet were as follows: the *Constellation*, 36 guns, Captain Charles Gordon; the *Macedonian*, 36 guns, Captain Jacob Jones; frigates; the sloop-of-war *Ontario*, 22 guns, Commander Jesse D. Elliott; the brig *Epervier*, 18 guns, Lieutenant-commander John Downs; the brig *Firefly*, 14 guns, Lieutenant-commander George W. Rodgers; the brig *Flambeau*, 12 guns, Lieutenant-commander J. B. Nicholson; the brig *Spark*, 12 guns, Lieutenant-commander T. Gamble; the schooner *Spitfire*, 11 guns, Lieutenant-commander A. J. Dallas; and the schooner *Torch*, 10 guns, Lieutenant-commander W. Chauncey.

This squadron sailed from New York, May 20, 1815. On June 15th he touched at Tangiers where he learned from the American consul that the Algerine admiral had sailed for Carthage, and he followed for that port. On June 17th when off Cape de Gatte a large vessel was discovered, and it proved to be an Algerine frigate. The *Guerriere* ran close alongside so as to decide the combat at close action, a method of warfare which had been generally adopted by Decatur. In doing it the Algerine poured an effective discharge

of musketry upon the deck of the *Guerriere* and four Americans were wounded. Decatur retained his fire and steadily held his course until his whole broadside could bear.

Then ensued one of those terrific discharges for which the American ships had become famous and which had commenced and decided so many bloody encounters at sea. It produced deadly havoc on board the Algerine, and was but feebly answered. Another equally effective broadside followed which drove the men from their guns, and they sought safety below. A few brave fellows in the rigging kept up the fire from their muskets, and the sailing-master made an effort to wear his ship out of danger. To prevent this the *Epervier* came up and Commander Downes poured in a broadside which put a stop to the effort to escape, and Commodore Decatur took possession of the prize.

It proved to be the frigate *Mashouda*, 46 guns, with four hundred and fifty men, commanded by Admiral Rais Hammida, the ranking officer in the navy of the Bey of Algiers. The admiral was killed early in the action and his death evidently greatly discouraged the crew. The contest was determined in twenty-five minutes, and thirty were killed on the enemy's ship and thrown overboard while four hundred and six of the crew were made prisoners. The explosion of a gun on the main deck of the *Guerriere* during the broadside firing, killed five men and badly

wounded and burned about thirty, and this loss was greater than the total casualties caused by the fire of the enemy. The *Macdonian* convoyed the prize into Carthagenia. The fleet soon after captured the *Estedio*, 22 guns and one hundred and eight men, after a resistance that cost the lives of twenty-three Turks killed and eighty prisoners, and she too was carried into Carthagenia. Before leaving the United States, Commodores Bainbridge and Decatur, and William Shaler, consul-general from United States to the Barbary powers, had been appointed commissioners to negotiate a treaty of peace with the Bey of Algiers.

The Algerine fleet, learning of the presence of so large an American force in the Mediterranean, had taken refuge in Malta, and Commodore Decatur decided that it would be a promising time to appear before Algiers and try to effect a negotiation for peace.

As Mr. Shaler was on board the *Guerriere* a majority of the commissioners were competent to act, and without waiting for Commodore Bainbridge the squadron anchored in the bay of Algiers, June 28th, much to the surprise of the Bey, who had not learned of the death of Admiral Hammida or of the loss of the *Mashouda*. He sent the captain of the port and the Swedish consul on board, and to them Decatur delivered the letter from the President of the United States reciting the grievances of the government and the hope of an amicable settlement of the difficulties between the two countries. The captain of the port

was also informed of the casualties to the Algerine navy and the prisoners on board readily confirmed the report. The Bey invited the commissioners to visit him in his palace and there to make a final settlement.

Decatur, apprehending that the purpose of the Bey was to delay the matter and gain time, decided to avoid such a condition and to that end advised the captain of the port and the Swedish consul who were authorized to act for the Bey, that the negotiations must be conducted on board the *Guerricre*. At the same time he submitted the draft of a treaty to which they demanded immediate assent as the stipulations would not be essentially altered.

The captain of the port asked for a cessation of hostilities while negotiations were going on. Decatur promptly replied,

“Not a minute; if your squadron appears in sight before the treaty is effectually signed by the Bey, and sent off with the American prisoners, *ours will capture it.*”

While the agents of the Bey were on shore with the treaty to obtain the signature of the Bey, an Algerine corsair hove in sight, and true to his word that hostilities should not cease he ordered the squadron to give chase to the *Corsair*. This movement put wings to the messengers and they soon re-appeared with a white flag, the signal agreed upon when the treaty should be signed. Decatur then called off the chase.

The treaty thus secured provided that no further tribute be paid by the United States, that no Americans should be enslaved, that all American vessels should be treated hospitably and their wants relieved in any Algerine port, and that neutrality of Algerine ports should be maintained in case of war, terms never obtained from any of the Barbary powers by any of the great nations of Europe.

The captives held by the Bey were released and sent on board the flag-ship, and the prizes sent into Carthagenia were restored to the Bey as a peace offering.

The Bey's prime minister revealed a little of the secret history of his despotic court in his remark to the British consul while their negotiations were going on

"You told us," said he, "that the Americans would be swept from the seas in six months by your navy, and now they make war upon us, with some of your own vessels which they have taken from you."

The treaty was dispatched to the United States by the brig *Epervier*, Lieutenant John Temple Shurbrick, the first lieutenant of the *Guerriere*. Captain Lewis, commander of the *Guerriere*, desiring to return home, obtained leave of absence and sailed on the *Epervier*, and the other officers on board were Lieutenants Neale, Yarnall and Drury and the officers and men who had just been rescued from Algerine servitude. The *Epervier* was last seen as she passed Gibraltar about July 12, 1815, and a brig resembling her was

afterward seen by a British West India fleet, during a heavy gale, but no distinct information could be gained respecting her.

Decatur proceeded to visit the other Barbary states and to right the wrongs of American seamen and citizens. On the 26th of July he appeared in the bay of Tunis and M. M. Noah, the American consul, laid before him a report of the outrages practiced against Americans. His action was prompt. He demanded full indemnity within twelve hours under penalty of a declaration of war and an immediate attack. Consul Noah thus relates the interview with the Bey when admitted to an audience and after he had presented the ultimatum of Commodore Decatur.

"Tell your admiral to come and see me," said the Bey.

"He declines coming, your Highness, until these disputes are settled, which are best done on shipboard."

"But this is not treating me with becoming dignity. Humuda Pasha, of blessed memory, commanded them to land, and wait at the palace until he was pleased to receive them."

"Very likely, your Highness, but that was twenty years ago."

After a pause the Bey exclaimed:

"I know this admiral; he is the same one who, in the war with Sida Yusef of Trablis, burnt the frigate."

"The same."

“Hum! why do they send wild young men to treat for peace with old powers? Then you Americans do not speak the truth. You went to war with England, a nation with a great fleet, and said you took their frigates in equal fight. Honest people always speak truth.”

“Well, sir, that was true. Do you see that tall ship in the bay, with a blue flag, the *Guerriere* taken from the British. That one near the small island, the *Macedonian* was also captured by Decatur on equal terms. The sloop near Cape Carthage, the *Peacock*, was also taken in battle.”

The Bey laid down his telescope, reposed on his cushions, and with a small tortoise-shell comb set with diamonds, combed his beard. A small vessel got under way and came near the batteries; a pinnace with a few men moved toward the harbor, and one person dressed in the garb of a sailor, was taking soundings. It was Decatur.

The result of this interview was that Decatur landed, paid his respects to the Bey, and received in the presence of the owners of the vessels and cargoes taken by the English brig-of-war *Lyra*, while in the harbor, during the war with the United States, the sum of forty-six thousand dollars.

This matter ended, Decatur, on the 5th of August, appeared before the stern old batteries of Tripoli with his whole fleet. Here he had another wrong to right. The *Abellino* had also taken two prizes in this port, under the impression that neutrality was enforced.

These the British brig *Paulina* cut out under the eyes of the bashaw.

Decatur made his usual demand, which was at first boldly refused. In fact the bashaw ordered out his cavalry which he paraded on the shore, and manned his batteries, making all show of intended resistance to their demand.

Decatur disposed his fleet for a regular attack, and seeing this, and with vivid recollections of the watchword of the American sailors under the same commander, when with "Remember the *Philadelphia*" they defeated the Tripolitan fleet and conquered a peace now about to be broken by his own act, the bashaw accepted the terms offered, paid over to Decatur twenty-five thousand dollars and gave assurances of better conduct.

Commodore Bainbridge arrived in the Mediterranean early in August, 1815, and Decatur's squadron, with the exception of the flagship, joined his fleet while Decatur in the *Guerriere* landed some rescued captives at a port in Sicily, made a leisurely cruise, and in October rejoined Bainbridge at Gibraltar, where was assembled the largest fleet ever gathered under the American flag, including the man-of-war *Independence*, the frigates *United States*, *Congress*, *Constellation*, *Macedonian* and *Guerriere*, two sloops of war, seven brigs and three schooners.

Decatur was ordered home with the *Guerriere*, and arrived in New York, November 12, 1815.

In 1819 James Barron, before the war of 1812 a conspicuous officer in the American navy, and during that war absent from the United States, applied to the navy department for reinstatement. This was opposed by Commodore Decatur, who gave it as his opinion that Barron had rendered himself unworthy of a station in the navy, and of the privilege of honorable service. A long correspondence ensued resulting in a challenge from Barron to Decatur. Commodore Elliott acted as Barron's second, and Commodore Bainbridge performed the same office for Decatur. The parties met on a field near Bladensburg, a short distance from Washington, D. C., March 22, 1820.

When ready to fire Barron said to Decatur:

"I hope on meeting in another world we shall be better friends."

Decatur replied, "I have never been your enemy, sir."

Commodore Bainbridge gave the word to fire. Both pistols went off at the same instant, and the two antagonists fell.

Barron was severely wounded in the hip and Decatur received a mortal wound in the abdomen.

As the two heroes of so many sanguinary sea-fights with the enemies of their country, lay on the ground and each thought himself on the field of death, Decatur exclaimed:

"I am mortally wounded, at least I believe so, and wish I had fallen in defence of my country."

Barron also believing himself about to die said, "I forgive my enemy from the bottom of my heart."

Decatur was removed to his home in Washington and lingered in great agony till half-past ten in the evening when he expired.

Of the forty-two years of his life he had spent twenty-two in the naval service of his country, from the date of his midshipman warrant, April 30, 1798, the date of his death, March 22, 1820.

XVII.

WILLIAM BAINBRIDGE.

“If I had thought at that moment that I could save the ships by telling you that they carried 24-pounders I should have done so.”—*Bainbridge to Captain St. Laurent.*

William Bainbridge, who won a full share of the honors gained by the American navy, was born in Princeton, N. J., May 7, 1774. His father, Dr. Absalom Bainbridge, was a physician of wealth and distinction in Princeton and his great-great-grandfather was Sir Arthur Bainbridge of England, whose son immigrated to America and settled in New Jersey.

While but a mere child his parents removed to New York city, and he was placed under the care of his maternal grandfather, John Taylor, of Monmouth county, where he was trained for mercantile pursuits. He found work in a counting house in New York city when sixteen years old but soon removed with his grandfather to Philadelphia, where he was apprenticed to a shipping firm, Miller and Murray, to serve for a certain term without indenture and free of expense.

In their employ he made several voyages and was soon made mate of the ship *Hope*, which vessel while on a voyage to Holland, encountered a violent



Wm Cambridge

gale, during which the crew mutinied, and seizing the captain nearly succeeded in throwing him overboard, when young Bainbridge hearing the alarm ran on deck armed with an old pistol without a lock, and with the assistance of an apprentice boy and an Irish sailor who was an old shipmate, rescued the captain, seized the ring-leaders, and quelled the mutiny. When nineteen years old he commanded a ship in the Dutch trade.

In 1796 when in command of the ship *Hope* on his way from Bordeaux to St. Thomas, he had an engagement with a British schooner of 8 guns and thirty-five men, commanded by a sailing master of the British navy. The *Hope* had an armament of 4 small carriage guns and a crew of nine men. After a short action the schooner was compelled to strike her colors.

War not existing between the two countries, and as he was only defending his own ship, Captain Bainbridge could not take possession of his prize, but hailing the captain he said,

“Go about your business now, and report to your masters that if they want my ship, they must send a greater force and a more skilful commander to take her.”

The schooner lost several men in killed and wounded, while the *Hope* met with no loss.

Soon afterward one of his seamen was impressed by Lieutenant Norton of the British razee *Indefatigable*, who boarded the *Hope* to search for deserters. After

an ineffectual attempt to carry off the first mate, he seized this man and despite the remonstrance of Captain Bainbridge carried him off.

In his indignation Captain Bainbridge assured the lieutenant that he would supply the place of the sailor from some British ship at the first opportunity, and the lieutenant taunted him with the reply "You dare not."

The very next merchantman the *Hope* encountered was brought to, and Captain Bainbridge boarded and took out of her crew the best seaman she had on board, directing the English captain to report "William Bainbridge had taken one of His Majesty's subjects in retaliation for a seaman taken from the American ship *Hope* by Lieutenant Norton of the *Indefatigable*."

In 1798 he was commissioned lieutenant-commandant of the United States Navy and was given command of the schooner *Retaliation*, formerly the French ship *Croyable*, 14 guns, captured off the Delaware by the *Constellation*, Captain Truxton, and the *Delaware*, Captain Stephen Decatur, Sr. Early in the morning of November 20, 1798, while cruising in company with the *Montezuma* and the *Norfolk*, Lieutenant Bainbridge was attacked by two French frigates, the *Volontaire* and the *Insurgente*. The *Retaliation* was captured by the *Insurgente*, and Lieutenant Bainbridge was carried to Guadaloupe on the *Volontaire*. The captain of the French ship refused

to receive his sword, and with the other American officers he was allowed to go to the topgallant fore-castle to watch the pursuit of the *Montezuma* and the *Norfolk* by the *Insurgente*, 36 guns.

Just as the chase had resulted in the overhauling of the two Americans, and as the *Insurgente* was in position to open fire Captain St. Laurent of the *Volontaire* turned to Lieutenant Bainbridge and said,

“Pray, sir, what is the force of those vessels?”

Bainbridge replied, without a moment's hesitation, and in a way that carried conviction of truthfulness,

“The ship carries twenty-eight 12-pounders and the brig twenty 9-pounders.”

This was in reality more than double their armament, and in great fright the French captain, who was the commander of the fleet, fearing the loss of his ship in so unequal a combat, signalled the *Insurgente* to withdraw.

The captain of the *Insurgente* was surprised at the order, and when he reached the *Volontaire* he asked for an explanation, asserting that in ten minutes more both ships would have been his.

Captain St. Laurent gave answer,

“Citizen Captain, do you not know, sir, what vessels you were chasing? Your ship is not able to contend with a force of twenty-eight 12-pounders and twenty 9-pounders.”

The *Insurgente's* captain could not contain his indignation as he replied,

“Sir, they have nothing heavier than *sixes*, and do you suppose that the *Insurgente* had anything to fear from such toy guns?”

At this Captain St. Laurent turned indignantly to Bainbridge, who could scarcely maintain his composure, and said,

“Did you not say, sir, that the ship carried twenty-eight 12-pounders and the brig twenty 9-pounders?”

Bainbridge replied promptly and earnestly,

“Yes, sir, and if I had thought at that moment that I could have saved the ship by telling you that they carried 24-pounders, I should have done so.”

On reaching Guadaloupe he was imprisoned, and remained on the island for three months, during which time General Desforneaux, who had arrived in the *Volontaire* to succeed Victor Hughes as governor, urged Lieutenant Bainbridge to resume command of the *Retaliation* and to return in her to the United States. Bainbridge saw in this a scheme to cover up the greater wrongs perpetrated on captured Americans by the French government, and that while releasing a small ship and invaluable cargo, the government were retaining rich prizes, and that instead of treating captured crews as prisoners of war they were treating them as criminals.

Finally the governor gave him a declaration that he had been obliged by force to resume the command of his vessel, and with a crew reduced to forty men. With this justification for his government Lieutenant

Bainbridge sailed for the United States in company with two flags of truce. On board the *Retaliation* were a number of American prisoners whose release he had effected through the anxiety of the governor to conciliate the American people now thoroughly incensed at the conduct of the French government.

Bainbridge's report to Congress caused the passage of the "Retaliation Act." He reached home in February, 1799, when his exchange was effected, and he was commissioned master-commandant, and sailed on the brig *Norfolk*, 18 guns, on a second cruise to the West Indies, where he reported to Commodore C. R. Perry. While in that service he captured the French ship *Republican*, and destroyed several other vessels.

When he returned to the United States he received a captain's commission and sailed for Algiers in May, 1800, in command of the United States frigate *George Washington* to carry tribute to the Dey and was forced by that potentate to carry to the Ottoman Porte an ambassador, who was the custodian of presents from the Dey to the Sultan. The frigate anchored at the lower end of Constantinople, November 11, 1800, and the next morning the American flag was hoisted at the mizzen, the Algerian at the main. Soon afterwards three officers in succession were sent on board by the grand seignior, to inquire what ship that was and what colors she had hoisted.

They were told it was an American frigate and an American flag, and they then asked where America

was, as they did not know of any such country.

Captain Bainbridge then explained that America was the New World, and by this name they had some idea of the country. The ship was allowed to come into the harbor, when Captain Bainbridge saluted the grand seignior's palace with twenty-one guns and proceeded to unload the Algerine cargo.

The frigate was obliged to await the arrival of the high admiral from Egypt before the Algerine ambassador could have his audience, and Captain Bainbridge employed the interval in giving the Turkish government a favorable impression of America, as his ship and crew were the first representatives that had ever entered that port. With his long boat he made an excursion to the Black Sea, taking as guests the foreign ministers and such civilized Europeans as he had met in Constantinople. In this way, he was the first to carry the American flag on this great inland water. On returning he gave a dinner, and upon the four corners of the table he placed decanters containing fresh water from the four quarters of the globe. He had natives of Europe, Asia, Africa and America as his guests, and had flesh, fruit, bread and other viands from the several countries represented, presenting to each guest as a souvenir on leaving the table, a sample of each article.

While the Algerine ambassador was spurned by the Capudon pasha, or high admiral, and refused an audience, Captain Bainbridge was received with

distinguished honor and politeness. He took the frigate under his immediate protection, requested Captain Bainbridge to haul down the Algerian flag and carry the American, and expressed a high opinion of America's navy. This mission paved the way for the first treaty between the United States and Turkey.

He returned to Algiers, arriving January 21, 1801, and anchored at a safe distance from the city, where he finally exacted a reluctant promise from the ruler that he would not compel him to return. He was summoned into the Dey's presence where, as a biographer says, "he was received with a scowling and vindictive expression of countenance, which soon burst forth in a rage so ungovernable, as to threaten personal violence. It occurred to him that unless the 'firman' which the Capudan pasha at Constantinople had given him, would save him, his moments were numbered. The paper was accordingly presented, which acted like a talisman by transforming in an instant the countenance of a ferocious blood-thirsty tyrant, into that of a mild, humble, and even crouching dependent." The Dey was compelled by the sultan to declare war against France, the French consul and all the French subjects then in Algiers were ordered to leave the country in forty-eight hours, and they were taken on board the *George Washington* by Captain Bainbridge. The Dey liberated some four hundred Venetians, Maltese and Sicilians by an order brought by Bainbridge from the Sultan.

His report of this enforced errand is as follows: "The Dey of Algiers soon after my arrival made a demand that the United States ship should carry an ambassador to Constantinople together with upwards of two hundred Turkish passengers. Every effort was made by me to evade this demand, but it availed nothing. The light in which the chief of this regency looks upon the people of the United States may be inferred from his remark:

"'You pay me tribute by which you become my slaves; I have therefore a right to order you as I may think proper.'

"I have no alternative left but compliance or a renewal of hostilities against our commerce. I hope I will never again be sent to Algiers with tribute unless I am authorized to deliver it at the mouth of our cannon."

He sailed from Algiers the last of January, 1801, and after landing the French passengers at Alicant, he arrived in Philadelphia in April, and received from the state department and from the President much praise for the unpleasant and delicate service he had so diplomatically managed. He was retained as one of the nine captains in the re-organization caused by the reduction, after the hostilities with France had ceased, and in June he resumed command of the frigate *Essex* and was attached to the squadron commanded by Commodore Richard Dale, sent out by the United States to cruise against the Barbary States and prevent any further outrages.

He sailed to Gibraltar, appearing off Algiers, Tunis and Tripoli, and early in 1802 cruised in different parts of the Mediterranean. In July, 1802, he returned to New York and afterward superintended the building of the brig *Syren* and the schooner *Vixen*.

In May, 1803, he was given command of the frigate *Philadelphia*, 44 guns, presented to the government by the citizens of Philadelphia, and cruised in the Mediterranean under Commodore Preble in search of Tripolitan corsairs. In August of the same year he captured the Moorish cruiser *Meshboha*, of 22 guns and one hundred and twenty men.

The *Philadelphia* was driven from her station before the harbor of Tripoli by a strong westerly gale, and on returning, October 31, 1804, Captain Bainbridge discovered, when not many leagues to the east of the town, a strange ship, and immediately gave chase. The stranger kept close to the shore and headed for Tripoli harbor.

The *Philadelphia* followed but dared not venture closer than the seven-fathom line as marked on the chart. She kept up a continual fire and when Bainbridge found that it was impossible to cut the chase off from the harbor he gave up the pursuit and headed the ship directly off shore at a speed of six or seven knots. When about four and a half miles from the town she ran upon some rocks, the continuation of a reef extending to the eastward, but not laid down on the charts on board.

In order to lighten the ship some of the guns were thrown overboard, the anchors were cast away from the bows, the water started, and the foremast cut away, but to no purpose as the ship was immovable and the tide falling.

While in this position the Tripolitan gun-boats appeared and opened fire on the helpless frigate which was answered by the stern-chasers of the *Philadelphia*, and this compelled the gun-boats to change their position. While the ship remained on an even keel the gunners of the *Philadelphia* could beat off their assailants, but soon she listed to one side so far that the guns were useless.

After sustaining the fire of the constantly increasing Tripolitan fleet for six hours, a council of war of all the officers decided unanimously to destroy what they could of ammunition, arms, and articles of value, and after scuttling the ship and choking the pumps to haul down the flag and give up the ship. The programme agreed upon was carried out; the magazine was flooded and at five o'clock the flag was struck and one of the boats sent under a flag of truce to inform the enemy that the ship could make no further resistance.

Before they reached the shore the boat-crew under Lieutenant Porter were robbed of their valuables by small boarding parties who paid no attention to the white flag they carried.

On reaching the pasha's castle followed by a jostling crowd they were received by his majesty seated in

state with his ministers and chief officers about him and surrounded by a numerous guard. The three officers were invited to seats while the boat's crew stood back some distance.

The pasha plied questions rapidly.

“How many men are there on the *Philadelphia*?”

“How many guns has she and how many of them are brass?”

“How much powder is on board?”

“How much money on the ship?”

“Where is Commodore Morris?”

“Where is the schooner *Enterprise*?”

Three glasses of sherbet were brought, one for each officer, which they drank.

When the Tripolitans took possession of the ship the scene of plunder experienced by the boat crew was repeated. They took from Captain Bainbridge his watch and epaulets and the cravat from his neck, and it was with much difficulty he retained possession of a miniature of his wife.

When he was brought into the castle the same questions were repeated by the pasha. The officers were placed under charge of the minister of foreign affairs, who conducted them to the house of the late American consul. They were entertained by the Danish consul, who arose from his bed, it being one o'clock in the morning. He provided them with bedding, and they rested in comparative comfort. The next day the foreign minister requested the officers

to give their parole in order that he might in turn pledge his word for their safety.

After two weeks had elapsed the pasha's minister informed Captain Bainbridge that letters had been received from the Tripolitans who had been captured by Captain Rodgers of the *John Adams*, complaining of ill treatment at the hands of the Americans, and Captain Bainbridge was requested to sign an order upon Commodore Preble to give up these Tripolitan prisoners. If he should refuse the minister had orders to retaliate upon the imprisoned officers off the *Philadelphia*.

Captain Bainbridge peremptorily refused to sign the order, and thereupon they were conducted by a slave-driver to a prison, where the crew were already confined at work. The next day finding the threat to no purpose the minister apologized to Captain Bainbridge, and they were returned to the consular residence.

On the 16th of February, 1804, when the *Philadelphia* was burned by Lieutenant Decatur and a considerable number of the pasha's subjects lost their lives, the American officers were removed to small apartments in the castle with no window light, the air being admitted through a grating of iron covering a small opening at the top. The doors were bolted and a guard was placed in the hall as well as on the top of the building. They were released only on the signing of the Treaty of Peace in June, 1805, having been

confined in the prison for nineteen months. They reached the United States in the autumn of 1805, and Captain Bainbridge and his officers were received as returning conquerors, rather than as vanquished prisoners.

At the request of Captain Bainbridge a court of inquiry was instituted to consider the loss of the *Philadelphia*, and the court passed judgment as follows :

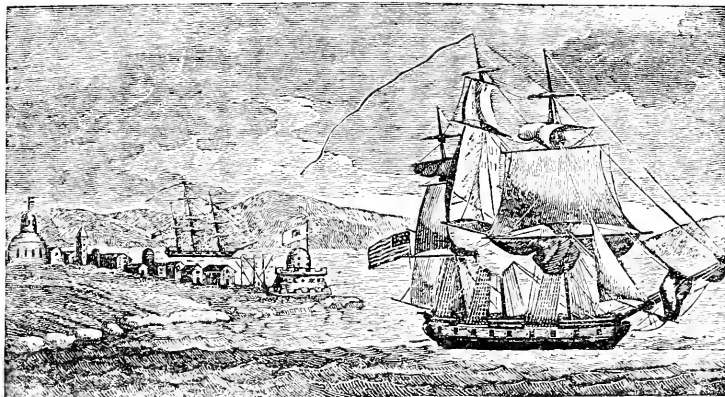
“ It is decidedly the opinion of the court that Captain Bainbridge acted with fortitude and good conduct in the loss of the United States frigate *Philadelphia*, and that no degree of censure should attach itself to him for that event.”

He was ordered to the command of the New York naval station in 1806, and soon afterward obtained a furlough to undertake a voyage in the merchant service, in order to make provision for his family beyond the small pay allowed in the navy.

After a successful voyage he returned to his station in 1807, and in 1808 was appointed to the Portland station made vacant by the death of Commodore Preble. In December, 1808, he was called to Washington to superintend the repairs of the frigate *President*, to the command of which vessel he was appointed. He completed the repairs and sailed in July, 1809, cruising on the coast till the spring of 1810, when he was again given leave to engage in the merchant service. He returned to duty in February, 1812, and

was made commandant of the Charlestown navy yard and of the United States force on the eastern station.

When war was declared against Great Britain in 1812, he was given the option of remaining at the navy yard or of commanding a ship in the proposed cruise against the enemy on the ocean. He chose to command the frigate *Constellation*, but when Captain



Hornet Blockading the *Bonne Citoyenne*.

From an old wood cut engraved in 1831.

Hull reached Boston with the *Constitution* after his victory over the British frigate *Guerriere*, and applied for a furlough in order to arrange his private affairs, Commodore Bainbridge was assigned to the *Constitution*.

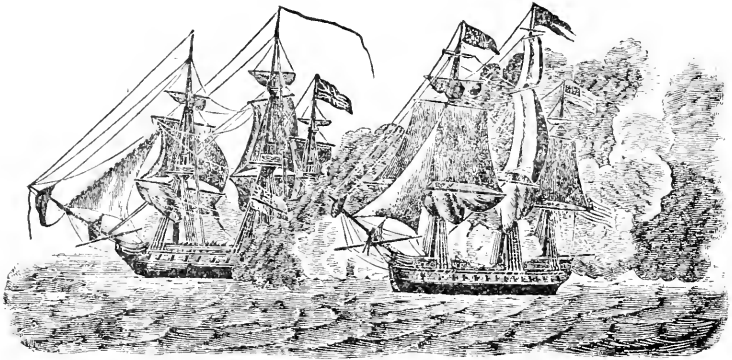
In a few weeks he sailed in company with the sloop-of-war *Hornet*, Captain Lawrence, on a cruise to the East Indies. While running down the coast of

Brazil and after having parted with the *Hornet*, which was left to blockade the *Bonne Citoyenne*, he discovered on the morning of Thursday, December 29, 1812, two sail, one standing off shore toward him. He made sail to meet the stranger and as she did not answer his private signals he put out to sea, hoping to draw her off the neutral coast, which purpose his movement accomplished. About noon he hoisted his ensign and pendant and was answered by the English colors. Determining her to be a frigate he took in the royals, tacked, and stood for the enemy.

The stranger at once bore down with a design to rake the *Constitution*, which that frigate avoided by wearing. This brought the enemy within half a mile to the windward with no flag flying, and the *Constitution* fired a gun across her bow to restore the flag to its place. He accompanied the salute with a broadside which brought to sight the English colors and an answering broadside. The two frigates were within grape and cannister distance and the action became general.

In a few minutes the wheel of the *Constitution* was shot away, and in half an hour as the enemy showed no disposition to close, Commodore Bainbridge determined, in spite of his disabled wheel, to risk being raked, and bring the issue to a speedy conclusion by fighting at close range. He therefore luffed up so close to the enemy that in passing, her jib-boom got foul of the *Constitution's* mizzen rigging. In

this position the American frigate poured into the Englishman a well-directed fire, and in ten minutes the jib-boom of the enemy was shot away and with it part of the bowsprit. In five minutes more her foremast went by the board, followed by her main topmast, and that by the gaff and spanker boom, when to add to the



Constitution and Java.

From an old wood-cut engraved in 1831.

disaster the mizzenmast went down, lodging across the deck. The action had now lasted nearly two hours, the enemy's fire had ceased and her flag was down.

Commodore Bainbridge supposing she had struck, shot ahead to repair his rigging. As he hove to for that purpose he saw her colors were still flying, although her mainmast had gone by the board.

He therefore bore down upon her, and when athwart her bows was about to rake her with a broadside when her colors came down. The ship was an unmanageable wreck without a single mast or spar.

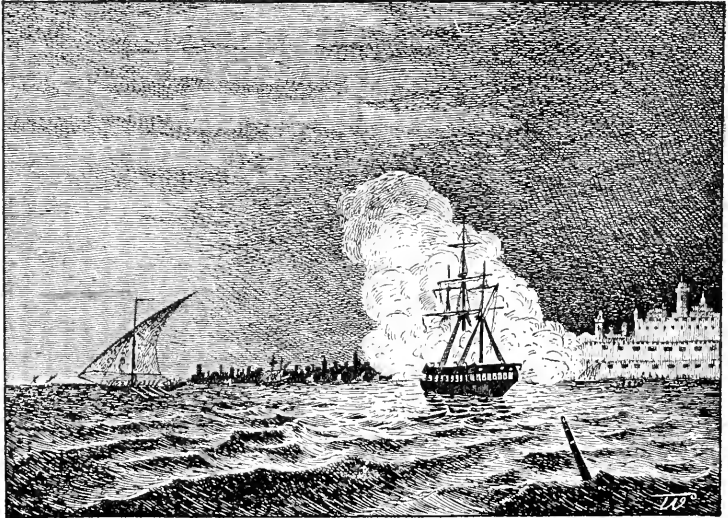
On boarding her he found her to be the British frigate *Java*, 49 guns and four hundred men, Captain Lambert. The captain was mortally wounded, sixty of the men were dead and one hundred wounded besides the commodore. It being found impossible to carry the *Java* into port, the wounded and prisoners with the baggage were transferred to the *Constitution*, which task occupied the single boat that was left seaworthy after the fight, two entire days. When this was accomplished, what remained of the proud British frigate *Java*, which a few hours before had been the picture of a perfect ship, was blown up and soon disappeared beneath the waves.

The *Constitution* had lost nine killed and twenty-five wounded. Commodore Bainbridge had been twice struck by the enemy's shot, and his wounds were dressed after the action was over. Lieutenant Alwyn, the junior lieutenant, was also wounded, and died of his injuries some time after the action.

Commodore Bainbridge landed his prisoners, numbering three hundred and fifty-one at San Salavdor, and paroled the active participants in the fight, providing amply for the care of the wounded.

Upon his return to the United States, February 27, 1813, he was received with every demonstration

of joy and esteem, and Congress voted fifty thousand dollars and its thanks "to the commodore, his officers and crew," and caused a gold medal to be cast for Commodore Bainbridge, and a silver one for each of the officers. Bainbridge afterward commanded the Charlestown Navy Yard, laid the keel of the line-of-battle-ship *Independence*, and commanded the squadron that sailed to settle the disturbances in Algiers in 1815. In 1819 he commanded the new line-of-battle-ship *Columbus*, in her cruise in the Mediterranean, and in 1821 fitted out the ship-of-the-line *North Carolina*. He acted as second to Decatur in his duel with Barron, in which meeting Decatur lost his life. He died in Philadelphia, July 25, 1833.



Burning of the Philadelphia.

XVIII.

RICHARD SOMERS.

“The name of Somers has passed into a battle-cry in the American Marine, while those of Wadsworth and Israel are associated with all that can ennoble intrepidity, coolness and daring.” — *Cooper*.

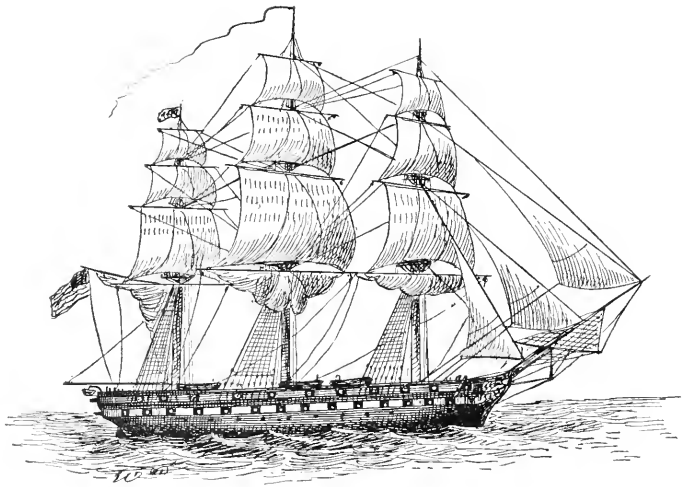
LIEUTENANT SOMERS, 1804.

LIEUTENANT CUSHING, 1863.

LIEUTENANT HOBSON, 1898.

A triumvirate of American naval heroes who from choice courted death when they saw in the sacrifice hope for advantage to the causes they had espoused.

Richard Somers was a native of Cape May county, N. J. His father, Colonel Somers, had served his country in the American army during the Revolution. The future hero was a sailor from his early youth, and he commanded a vessel previous to the formation of the United States Navy in 1798, to which he was attached as midshipman during that year, Decatur and Caldwell being among his messmates. His first cruise was on the frigate *United States* under Commodore Barry. Richard Somers was promoted lieutenant, June 2, 1799, and Stephen Decatur was raised to the same rank, June 3, 1799. In the assignment of officers to the *United States*, Charles Stewart was first lieutenant, Richard Somers was third lieutenant, and Stephen Decatur was fourth lieutenant.



“Old Ironsides.”

After the French War Somers served on the frigate *Boston*, 28 guns, Captain McNiell, and made the cruise in which his captain gained so much blame and was dismissed from the navy. He was appointed to the command of the *Nautilus* when she was launched, and continued in that station up to the time of his untimely death. He was attached to Commodore Preble's squadron in the Mediterranean, and the six lieutenants then acting as lieutenants-commandant, were in seniority of rank: Stewart, Hull, Smith, Somers, Decatur and Dent. When Decatur was promoted captain for destroying the *Philadelphia*, he became superior officer to four above him in the line of promotion, including Somers and the oldest in service, Lieutenant-commandant Stewart.

Commodore Preble, in arranging his gun-boats for the attack on the Tripolitan fleet within the harbor made Lieutenant-commandant Somers with the *Nautilus* one of the division commanders, and Captain Stephen Decatur the other. Somers, finding that he could not get inside the reef by the route taken by Decatur, went down wind by the opposite end of the reef, and for a time faced five of the Tripolitan gun-boats. The other boats of his division coming up later, the enemy were driven of, and the entire fleet of gun-boats led by the *Constitution* sailed close under the enemy's batteries and silenced them again and again.

Then Commodore Preble determined to try the effect of a fire-ship among the Tripolitan fleet in the

harbor, as he was "desirous of annoying the enemy by all means." For this purpose the ketch *Intrepid*, which had done such an important service in the destruction of the *Philadelphia*, was selected as the fire-ship. One hundred barrels of powder, one hundred and fifty fixed shells and a quantity of old iron and condemned shells were piled amidships and a train of powder led from this magazine to a position well aft where a mass of combustibles was placed, which was intended to make so furious a blaze as to baffle the efforts of the boarders to extinguish. The train of powder from this room would burn for fifteen minutes before reaching the magazine. The volunteer crew were expected to escape in two swift row-boats placed on the ketch. The *Intrepid* was to be piloted through the enemy's gun-boat fleet, in the midst of the shipping, and then fired and deserted, the crew taking to the boats and depending upon the confusion of the moment to escape.

When Commodore Preble called for volunteers for this hazardous service the crews of the whole squadron clamoured for the privilege of manning the *Intrepid*. Master-commandant Somers was selected to command, Midshipman Henry Wadsworth was made his first officer, and ten seamen made up the crew. Midshipman Joseph Israel had importuned the commodore to allow him to go with his commander, but had been denied, and he stowed himself away on the *Intrepid* and when discovered was not ordered back.



The heroic crew well understood the danger they were encountering, and Somers and his men vowed that they would not be taken alive. Before starting Lieutenant Somers took a gold ring from his finger and breaking it in three pieces gave one piece to Decatur, one to Stewart and kept the third piece himself. The pieces were to be kept by his two friends as mementos, should he never return. The seamen before they left the *Constitution* made disposition of their personal effects.

The exploit was undertaken on the night of September 4, 1804. A heavy fog hung low over the harbor, and a fair wind gave speed to the *Intrepid* as she left the *Constitution* at eight o'clock and disappeared from the sight of the anxious watchers on the deck.

It was arranged for the gun-boats *Argus*, *Vixen* and *Nautilus* to stand over toward the channel to guard the progress of the *Intrepid*, and if necessary to engage three Tripolitan gun-boats that had anchored in the passage during the afternoon. The *Nautilus* followed her daring commander and held the *Intrepid* in view until so near the channel that there was danger of alarming the entire fleet of the enemy, when she hauled to the wind and awaited the result of the soon to be determined venture.

The crew were so eager to get the last sight of the boat or to hear the first sound of the explosion that they climbed the rail and with their ears to the

water listened, while Midshipman Ridgeley with a powerful glass watched the ketch as she glided between the gunboats into the channel.

Just then a signal gun flashed out from the shore and the sound followed in the wake of the flash. Then every cannon in the batteries on that side of the harbor belched forth, and commotion and confusion took the place of the silence of a moment before. A light seemed to run across the deck of the ketch and the next instant came the terrific explosion. The eruption of flame lighted up the sky and disclosed the location of the ketch to the entire fleet, now fairly alive with awakened, terror-stricken crews.

The shock made the ships beyond the bar quiver, and the deafening roar followed in its wake. The American ships sent out their boats and fired guns and rockets hoping to rescue some survivor.

One of the Tripolitan gun-boats was missing, and three were hauled on shore for repairs. The work planned by the commodore had not been accomplished, but the men who went to their death in their line of duty, accomplished theirs.

Whether Somers being discovered and finding it impossible to place the ketch in the location desired, so as to set fire to the shipping anchored in the harbor, himself heroically applied the match, or whether a shot from the battery on shore struck and exploded the magazine, will ever remain among the unsolved mysteries.

XVIII.

THE NAVY IN THE WAR OF 1812.

England had gained for her navy imperishable renown and had made herself mistress of the seas. With the aid of the naval forces of the United States she had humbled the flag of France; Lord Howe under the cross of St. George had won splendid victories off Ushant; Sir John Jervis had upheld the royal ensign at Cape St. Vincent; and the great Nelson on the Nile and at Trafalgar had checked the proud ambition of Napoleon and destroyed the combined navies of France and Spain. These wonderful sea-fights were not hand-to-hand duels between rival ships, but a mustering of immense armadas of from 30 to 60 line-of-battle ships, each carrying an armament of from 50 to 120 guns, and on the larger vessels a crew comprising over 1000 men. These operations called for the service of skilled seamen, and as the early successes of the navy of the new American republic had won for her sailors a reputation as navigators and fighting men second to none in the world, England naturally turned to the United States for recruits. But sailors who had won glory fighting under the

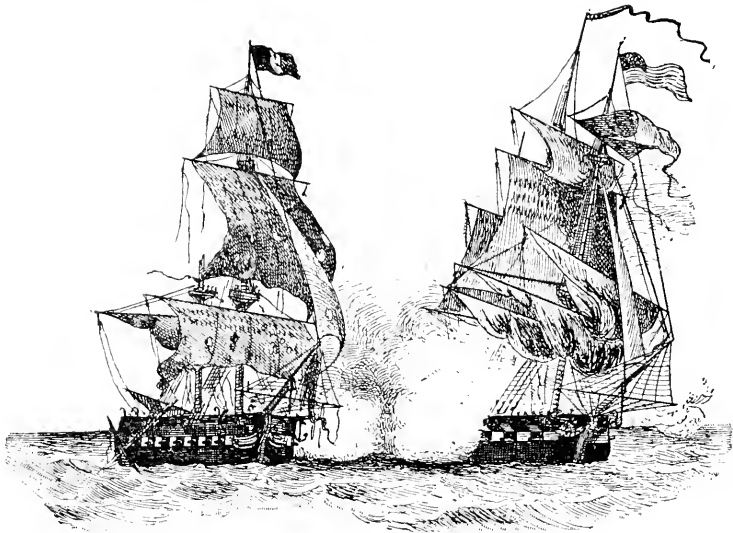
Stars and Stripes were loth to serve their old enemy, and this led England to take measures to impress unwary seamen into her service. The excuse of seeking deserters or loyal subjects of the king, temporarily in the American merchant service, gave a color to their right. But when avowed American subjects on merchant vessels were seized, and even American men-of-war were subjected to the indignity of inspection as to the nationality of their crews, the whole people were aroused, and when it became known that several thousand American sailors were at that time serving in the royal navy under impressment, the Government determined to put a stop to the outrage. Commodore Rodgers was directed to patrol the coast with the frigate *President*, and to warn off any intruding English man-of-war detected in this business. The British frigate *Guerriere* while off Sandy Hook and within sight of the forts defending the harbor of New York, had impressed a young American sailor, forcibly taking him from a coasting vessel, and Rodgers determined to punish her for the impertinence. In the darkness he came up with a British sail, and under the belief that it was the *Guerriere*, he gave chase and soon vanquished the vessel, which proved to be the *Little Belt*, a British sloop-of-war. In the encounter the *Little Belt* lost 9 killed and 20 wounded, while the *President* had one boy slightly wounded. This overt act on the part of the American navy rekindled the war spirit so long smothered by the conservative inaction of the

older members of Congress, and the young men of that body resolved that the country should no longer submit to foreign aggression.

On June 18, 1812, Congress declared war against Great Britain, which act was followed on June 19 by a proclamation from the president making the act of Congress effective. The need of a sufficient navy at once became apparent. The Navy department had expended the money appropriated by Congress in building one hundred and seventy-six small gun-boats suitable for shallow water, and suggested as useful in the Tripolitan War where the larger frigates could not enter the harbor.

But now they were to meet the royal navy of England, comprising two hundred and thirty line-of-battle ships and over six hundred frigates and smaller vessels. The forethought of Washington had provided the few frigates now available, but there were only six of them and twelve smaller ships and brigs. The one hundred and seventy-six gun-boats could be used only in defensive warfare, and the money expended for them would have built and equipped eight first-class frigates.

The young nation did not hesitate to meet the foe, unequal as was the contest, although the older members of her national legislature still hesitated. If she lacked the ships, she had the men, officers and seamen, ready to take the chances. Her commanders had been selected by Jefferson and trained by Preble, and all had been, as boys and men, under fire.



Constellation Capturing Insurgente.

XIX.

JOHN RODGERS.

He suppressed an attempt to re-capture the French frigate *Insurgente*, made by the captive crew; saved many lives at the time of the insurrection of the slaves in Santo Domingo; captured the Moorish ship *Meshouda*; destroyed a Tripolitan corsair; succeeded Commodore Barron in the command of the Mediterranean squadron; obtained a treaty abolishing the paying of tribute, from the Bashaw of Tripoli, compelled a treaty of peace from the Bey of Tunis; engaged in a sea-fight with the British sloop-of-war *Little Bell*, before war was declared with Great Britain; fired the first shot after war was declared from the battery of the *President*; captured twenty-three prizes during a cruise in the Irish sea; declined the cabinet office of secretary of the navy; and was naval commissioner for twenty-two years.

John Rodgers was born in Harford county, Maryland, July 11, 1771. His father was a Scotchman and a colonel in the militia, serving during the war of the American Revolution.

The son became an apprentice in the merchant marine service in 1784, when he was thirteen years old, and commanded a vessel when eighteen. He was commissioned a lieutenant in the United States Navy, March 9, 1798, and was first lieutenant — executive officer — on the *Constellation*, Captain Truxton. His first sea-fight was in the engagement between the *Constellation* and the *Insurgente*, February 9, 1799.

Lieutenant Rodgers and Midshipman David Porter with eleven men were sent on board the prize *Insurgente* by Captain Truxton immediately after its

surrender to the *Constellation*, to take charge and supervise the transfer of prisoners. While so employed and while one hundred and seventy-three of the French crew were still on the vessel, a gale separated her from the *Constellation* and then thirteen Americans were alone on the ship to manage it in a gale, and at the same time to keep in subjection these unshackled and unconfined prisoners.

Rodgers as superior officer was equal to the occasion, and ordering the prisoners below the hatches before they were fully aware of the small number of their captors, and placing one resolute seaman at each of the hatchways, well armed, and with orders to shoot down the first man endeavoring to escape, the other ten manned the ship and for three days and two nights worked her into St. Christophers, where the *Constellation* awaited them. He received a vote of thanks from Congress and a silver medal for his part in the capture of the *Iusurgente*.

He then obtained leave of absence and purchased a vessel with which he traded with Santo Domingo, and being in that port during the negro insurrection succeeded in saving many lives by giving the white settlers passage to the United States on his ship.

He was promoted to the rank of captain, March 5, 1799, and was given command of the *Maryland*, 20 guns, and in March, 1801, was the bearer of dispatches to France. He was assigned to the *John Adams*, 28 guns, fitting out for service with the

Mediterranean squadron operating against the Barbary States in 1802, and in May, 1803, he captured the Moorish ship *Meshouda*, as she was attempting to run the blockade. On July 21, 1803, in co-operation with the *Enterprise*, he engaged nine gun-boats and destroyed a Tripolitan corsair.

He was ordered home and reached America in December, 1803, when he was transferred to the command of the *Congress*, 37 guns, with which vessel he joined Commodore Barron's squadron in the Mediterranean, and on May 22, 1805, succeeded to the command of the station. On June 3, 1805, he succeeded in procuring from the Bashaw of Tripoli a treaty abolishing the tribute that had been theretofore exacted, not only from the United States but from all European powers. The treaty also secured immunity for Christian captives from bondage to their captors. The same year he compelled the Bey of Tunis to sign a similar treaty.

He then returned home, commanded gun-boats at New York, and from 1809 till 1812 commanded the Atlantic home squadron with the *President* as flagship, and afforded protection to American seamen against impressment in the British navy.

On May 16, 1811, while cruising near New York, he hailed a strange vessel, and in repeating the hail the stranger's shot struck the *President's* mainmast. Thereupon Commodore Rodgers answered with a shot as well aimed. This brought on a regular

engagement until the inferiority of the stranger was demonstrated, when lying by till daylight Rodgers boarded the crippled vessel, which proved to be the British ship *Little Belt*.

The English captain declined assistance and the incident caused much excitement and hastened the United States Congress in determining to declare war against Great Britain. A court of inquiry acquitted Commodore Rodgers of all blame and the English authorities made no investigation of the affair.

At the opening of the War of 1812, the first squadron to set sail weighed anchor in New York harbor, June 21, 1812, under command of Commodore Rodgers, with the *President* as flagship. The *United States*, Captain Stephen Decatur, and the *Congress*, Captain Smith, were the only other frigates. Captain James Lawrence commanded the brig *Hornet*, and Captain Sinclair the brig *Argus*. Their orders were to intercept a fleet of one hundred British merchantmen from Jamaica bound to England under convoy of British men-of-war.

The *President* was the first to discover the fleet, and on the morning of June 22, Rodgers hailed the British frigate *Belvidera* and immediately gave chase, exchanging a broadside and then using her bow chase guns. So closely was the Englishman pressed that they cut away their anchors and threw overboard their boats and water casks. The pursuit was kept up for eight hours. Rodgers was wounded in the

engagement by the bursting of a gun on the *President* after he had himself fired the first gun in the chase, which was the first shot in the war of 1812.

He made four cruises in search of British men-of-war, and in the third cruise off he visited the Irish channel where he captured twelve vessels, chased the frigate *Nymph* and the *Curlew*, and captured the *Highflyer*, with the book of signals used in the British navy. His entire number of prizes in these cruises amounted to twenty-three.

He was received in the United States with demonstrations of honor. In June, 1814, he was in Baltimore where he commanded the sailors and marines, co-operating with the militia in the battles of North Point and in the attack on Fort McHenry. The naval force under his command also defended the water battery and the auxiliary forts as well as the barges of the naval flotilla, several of which he ordered sunk in the channel to prevent the progress of the British frigates.

President Madison offered to Commodore Rodgers the portfolio of the navy in 1814, which he declined. The President then appointed him naval commissioner, which position he held from 1815 to 1837, except during the years 1824-1827, when he commanded the Mediterranean squadron.

He died in Philadelphia, Pa., August 1, 1838.



Isaac Hull

XX.

ISAAC HULL.

“The style in which the *Constitution* had been handled; the deliberate and yet earnest manner in which she had been carried into battle; the extraordinary execution that had been made in a short time by her fire; the readiness and gallantry with which she had cleared for action, so soon after destroying one British frigate, in which was manifested a disposition to meet another, united to produce a deep conviction of self reliance, coolness and skill, that was of infinitely more weight than the transient feeling which might result from any accidental triumph.”— *Cooper*.

The *Constitution*, commanded by Captain Isaac Hull, with Lieutenant Charles Morris as second officer, was ordered from Annapolis to New York, July 5, 1812. This frigate had been characterised by British sailors as a “bundle of pine boards under a bit of striped bunting,” but these very sailors were soon to meet her under conditions that would command their respect, if not their admiration.

While on her way to New York the *Constitution* encountered a formidable English squadron made up of four frigates, a line-of-battle ship, a brig and a schooner, under Commodore Broke. The entire squadron gave chase.

It was a dead calm, and the only headway to be made was by towing the great ships. The enemy attached all their boats to two of the frigates, and with the strength of the oarsmen succeeded in gaining upon

the *Constitution* so as to bring their bow guns to bear on her. In this situation they continued two days, the *Constitution* occasionally firing her stern chasers, and it was not till the third morning that a slight breeze enabled her to escape from an enemy so much superior in force that to lay to and give battle meant certain destruction or surrender.

The chase had lasted sixty hours and during all that time the gallant crew remained at their stations without a word of complaint.

This exploit was heralded all over the world, and gained for the American navy additional renown. In a public letter, posted in the Exchange Coffee House, Boston, into which port the *Constitution* put for rest, Captain Hull disclaimed personal merit, and generously accorded to his subordinates the credit usually absorbed by the commanding officer. He said :

Captain Hull, finding that his friends in Boston are correctly informed of the situation when chased by the British squadron off New York, and that they are good enough to give him more credit for having escaped it than he ought to claim, takes this opportunity of requesting them to transfer their good wishes to Lieutenant Morris and the other brave officers and the crew under his command, for their very great exertions and prompt attention to his orders while the enemy were in chase. Captain Hull has great pleasure in saying that, notwithstanding the length of the chase, and the officers and crew being deprived of sleep and allowed but little refreshment during the time, not a murmur was heard to escape them.

The hero of the hour was born in Derby, Conn., March 9, 1775. His father was an officer in the army

under Washington, and his uncle, General William Hull, was in the same service.

Following the inclination of the average New England youth, Isaac went to sea as a cabin boy when fourteen years old, and at nineteen commanded a ship. In March, 1798, he entered the United States Navy as a lieutenant on board the *Constitution*. In 1804 he served as master on board the *Argus*, and engaged in the Tripolitan expedition, distinguishing himself at the storming of Tripoli and the reduction of Deccan.

In 1806 he was advanced to a captaincy, and in 1811 to the command of the *Constitution*. He was sent to Europe, having on board specie for the payment of the interest on the debt due in Holland.

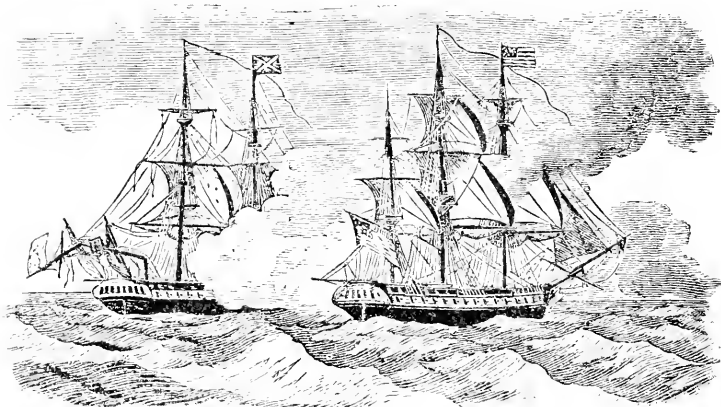
After touching at Cherbourg, the *Constitution* went off the Texel and landed her money, though not without great difficulty owing to the roughness of the weather, and the great distrust of those on shore, who were closely blockaded by the British. She then proceeded to Portsmouth where she remained a few days in order to communicate with the American legation at London.

Having completed his official duties in England, Captain Hull sailed for France. The next day several sail of British men-of-war were seen in chase, and as there had been much trouble about deserters while in port it was the impression on board the *Constitution* that the vessels were sent in pursuit. The

Constitution, however, outsailed all the fleet save one frigate that weathered upon her.

After leading the ship a long distance ahead of the fleet Captain Hull hove to, beat to quarters and waited to learn her object, which fortunately proved amicable.

While in the harbor of Portsmouth, England, he



Constitution and Guerriere in Close Engagement.

From an old wood-cut engraved in 1831.

was threatened by English search officers, but instead of submitting to their demands he at once prepared his ship for action. He would have fired upon the Englishman, notwithstanding the peaceful relations that existed between the two countries, had not the British officer desisted in his purpose.

After his celebrated chase by the British squadron he remained inactive at Boston, until, tired of waiting

for orders, he sailed without them, and on August 19 fell in with the British frigate *Guerriere*, 49 guns, Captain Dacres.

After several hours' manœuvring, Captain Hull, in a half-hour's severe fighting, captured the *Guerriere*, having in that time reduced a splendid ship to a



Constitution and Guerriere.

From an old wood-cut engraved in 1831.

dismantled hulk, so badly wounded that the next day he was obliged to take Captain Dacres and his men on board the *Constitution*, while he scuttled and fired the prize wreck, which, after illuminating the expanse of the ocean as from a funeral pile, soon found a grave in the deep Atlantic.

The killed and wounded on the *Guerriere* numbered seventy-nine, while those on the *Constitution*

were but fourteen. In the engagement Lieutenant Charles Morris was shot through the body by a bullet from the musket of a marine, while he was endeavoring to lash the bowsprit of the *Guerriere* to the toprail of the *Constitution*. Every mast and spar of the *Guerriere* had been shot away, her colors being fastened to the stump of the mizzenmast. On the *Constitution* the Stars and Stripes at the foretop mast-head was shot away, when one of the crew went aloft and lashed it so securely that it could not be lowered except with the mast itself.

We give the following particulars of the action in Captain Hull's own words :

UNITED STATES FRIGATE CONSTITUTION,
OFF BOSTON LIGHT, August 30, 1812.

SIR : — I have the honor to inform you that on the 19th instant at 2 p. m., being in latitude $41^{\circ}, 42'$ and longitude $55^{\circ}, 48'$ with the *Constitution* under my command, a sail was discovered from the mast-head bearing east by south, or east south-east, but at such a distance we could not tell what she was. All sail was instantly made in chase and soon found we came up with her. At 3 p. m. could plainly see that she was a ship on the starboard tack under easy sail, close to the wind. At half-past three p. m. made her out to be a frigate. We continued the chase until we were within three miles when I ordered the light sails to be taken in, the courses hauled up and the ship cleared for action. At this time the chase had backed his maintopsail, waiting for us to come down.

As soon as the *Constitution* was ready for action, I bore down with an intention to bring him to close action immediately, but on our coming within gunshot she gave us a broadside, and filled away and wore, giving us a broadside on the other tack but without effect, her shot falling short. She continued wearing and manœvering for about three-quarters of an hour, to get a raking position, but finding she could not, she bore up, and ran under her topsails and jib, with

the wind to the quarter. I immediately made sail to bring the ship up with her, and five minutes before 6 p. m. being alongside within half pistol-shot, we commenced a heavy fire from all our guns, double shotted with round and grape, and so well directed were they, and so warmly kept up that in fifteen minutes her mizzenmast went by the board and her main yard in the slings, and the hull, rigging and sails very much torn to pieces. The fire was kept up with equal warmth for fifteen minutes longer when his mainmast and foremast went, taking with them every spar excepting the bowsprit. On seeing this we ceased firing, so that in thirty minutes after we got fairly alongside the enemy she surrendered, and had not a spar standing and her hull below and above water so shattered that a few more broadsides must have carried her down.

After informing you that so fine a ship as the *Guerriere*, commanded by an able and experienced officer, had been totally dismasted and otherwise cut to pieces, so as to make her not worth towing into port, in the short space of thirty minutes, you can have no doubt of the gallantry and good conduct of the officers and ship's company I have the honor to command. It only remains with me to assure you that they all fought with great bravery, and it gives me great pleasure to say, that from the smallest boy in the ship to the oldest seaman not a look of fear was seen. They all went into action giving three cheers, and requested to be laid close alongside the enemy.

Enclosed I have the honor to send you a list of killed and wounded on board the *Constitution* and a report of the damages she has sustained, also a list of the killed and wounded on board the enemy with his quarter bill, &c.

I have the honor to be

with very great respect,

Sir, your obedient servant

ISAAC HULL.

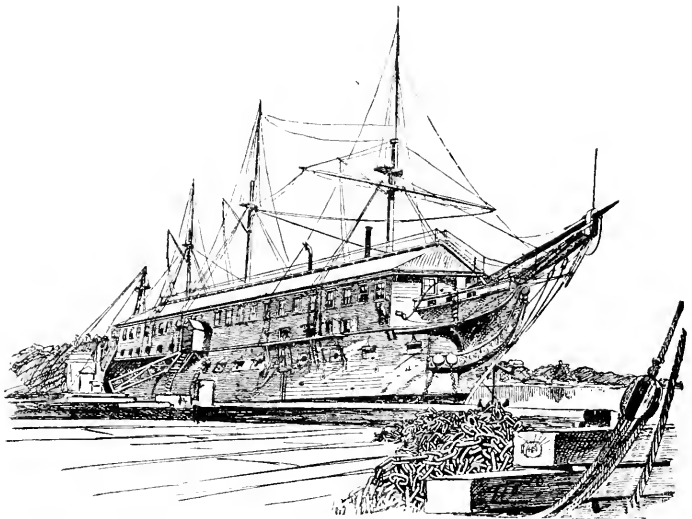
The Honorable Paul Hamilton, Esq.

In his official letter Captain Dacres characterized the conduct of Captain Hull as "that of a brave enemy; the greatest care being taken to prevent the men losing the slightest article, and the greatest attention being paid to the wounded."

This first victory of the war in a well-balanced sea-fight was hailed with joy, and the *Constitution* took to herself a new name, "*Old Ironsides*," by which she was known ever thereafter. Congress voted fifty thousand dollars as a reward to be distributed among the officers and crew.

To Captain Hull, Congress gave a gold medal, and the citizens of Philadelphia a service of plate. The several states vied with each other in honoring the officers and crew of "*Old Ironsides*."

After the war Captain Hull served on the naval board, commanded the navy yards at Boston, Portsmouth and Washington, and was in charge of the Mediterranean and Pacific fleets. He died in Philadelphia, February 13, 1843.





J. S. Laurence

JAMES LAWRENCE.

“Go on deck and tell the officers to fight on to the last and never strike the colors. They shall wave while I live.”—*Last words of Lawrence.*

The lack of discipline, of training in gunnery practice and of an extended service in the school of the navy on the part of inferior officers and seamen, has always brought to a nation, a fleet, or a commander disaster and defeat. It was under such conditions that the brave though impetuous Lawrence lost his ship and his life, but at the same time won for himself imperishable renown, and made his “Don’t give up the ship,” a watch-word in the American Navy.

James Lawrence was born in Burlington, N. J., October 1, 1781. He was warranted a midshipman in the United States Navy in 1798 and served as acting lieutenant in 1800, but did not receive his commission until 1802. His first service was in the squadron operating in the Mediterranean during the Tripolitan War, where he was intrusted with the command of a gun-boat and distinguished himself for his bravery in an attack on an Algerine ketch. He was first officer on the *Enterprise*, Captain Stephen Decatur, during the bombardment of Tripoli.

In making up a picked crew to accompany him in the bold undertaking to rescue or destroy the *Philadelphia*, captured and grounded in the harbor of Tripoli, Captain Decatur selected Lawrence as his first officer, and with the boarding party escaped to the *Intrepid* after firing the *Philadelphia*, February 16, 1804. This was pronounced by Lord Nelson to be "the most daring act of the age."

He continued to serve in the Mediterranean fleet from 1804 to 1808 when he was transferred to the *Constitution* as first lieutenant. He next commanded the *Vixen* and was transferred to the command of the *Wasp*, the *Argus* and the *Hornet* respectively, being commissioned captain in 1811.

As commander of the *Hornet* he was assigned to the fleet of Commodore Bainbridge on the outbreak of the war with Great Britain in 1812, and cruised off the coast of Brazil. He blockaded the British man-of-war *Bonne Citoyenne* in the port of San Salvador and challenged her captain to meet him at sea, but the prudent British commander remained safely within the harbor for a fortnight till a British ship-of-the-line drove the saucy little American away. He then fell in with the British brig *Resolution*, which he captured with \$25,000 in treasure. Finding his prize a dull sailer he removed her treasure and crew to the *Hornet* and burned the brig. He next encountered the brig-of-war *Peacock* when off Demerara and both vessels made use of the skill of their navigators to gain the

weather-gage which advantage fell to Lawrence who tacked, and delivered broadside after broadside at short range. The *Peacock* was vainly endeavoring to wear when the *Hornet* caught her in her quarter and poured into the brig a heavy fire which so crippled her after a fight of fifteen minutes that she was compelled to surrender.

As the *Peacock* struck her colors she hoisted an ensign, union down, as a signal of distress. Her mast went by the board and she had six feet of water in her hold. Captain Lawrence dispatched the boats of the *Hornet* to take off the wounded and finding the ship fast sinking the prize crew endeavored to plug the holes caused by the shot from the *Hornet* and to lighten her by throwing overboard her heavy guns. In this way the prisoners were removed. But notwithstanding the efforts of the crew of the *Hornet*, the *Peacock* sunk, carrying down thirteen of her crew and three of the rescuers from the *Hornet*. The captain and four men were found dead on her deck, and thirty-two wounded had been removed to the *Hornet*, while that vessel lost only one man killed and two slightly wounded. Captain Lawrence received the thanks of Congress, and the officers and crew the usual medals and appropriation of money.

On June 1, 1813, Captain Lawrence, in command of the United States frigate *Chesapeake*, accepted the challenge of Captain Broke of the British frigate *Shannon*, to meet him outside Boston Harbor. On

the same day Captain Lawrence had met an open mutiny from the crew, all new to him, who demanded their pay. Their discontent had been encouraged by their friends from the city, both men and women, who on the morning they were to sail had visited them and held high carnival for many hours before they were ordered ashore.

It was with this crew, utterly disregarding discipline and possessed of a spirit of insubordination, that Lawrence undertook to meet the *Shannon*, a larger ship with a much heavier armament and a crew in good training and under strict discipline.

The *Shannon* was noted for excellent gunnery practice and her captain had supplied sights for the guns at his own expense. On the discharge of the first broadside, White, the sailing master, was killed and Captain Lawrence received a severe wound, but insisted on remaining on the quarter-deck. Lieutenant Ludlow was also severely wounded. A few minutes later Lawrence received a ball fired from the maintop of the *Shannon* and was carried below. On passing the gangway he perceived the hopeless condition of the *Chesapeake*, but cried out,

“Don’t surrender the ship.”

On reaching the ward-room, as he lay in excruciating pain, perceiving that the noise above had ceased, he ordered the surgeon to go on deck and tell the

officers to fight on to the last and never strike the colors.

“They shall wave,” said he, “while I live.”

But the enemy had already taken possession of the ship.

Captain Lawrence died after suffering the most distressing pain for four days, and sixty-one of his officers and men joined with him the “great majority,” while eighty-three were wounded, including Lieutenants Ludlow and Ballard. On the *Shannon* twenty-six were killed and fifty-seven wounded, including Captain Broke.

Both ships were taken to Halifax where Lawrence was buried with military honors. The victory served in a measure to restore the prestige of the British navy and Captain Broke was created a baronet and was otherwise honored. The remains of Lawrence and Ludlow were restored to the United States and on their arrival at Salem, Mass., were received with public honors, Justice Story delivering an oration.

Captain Lawrence's tragic fate and dying injunction silenced public criticism as to his conduct in giving fight to the *Shannon*. His memorable words became the motto of the navy, and have been more effective in securing his immortality than monuments of brass or pillars of granite. On the quarter-deck of the *Constitution*, the ship on which he gained his promotion, the legend was written in bold letters, where it will remain as long as “Old Ironsides” holds together.

A granite sarcophagus marks his last resting-place in Trinity Church Yard, New York City, where naval heroes for all generations will gain inspiration as they read the record of his exploits there briefly given, with the date of his death, June 6, 1813, and the words:

“Don't give up the ship.”

XXI.

JACOB JONES.

The combat between the *Wasp* and the *Frolic* was the first in the War of 1812, between single ships of equal force; and the result proved to the world the conduct, courage and skill of the American ship manned by an American crew; when skill, courage and conduct were alone the factors that could accomplish a victory.

The hero in the battle between the *Wasp* and the *Frolic* was born in Smyrna, Delaware, in the year 1768. He was the son of a farmer of position and influence. His mother, who was a Miss Jones, died shortly after his birth, and his father then married a Miss Holt, granddaughter of the Hon. Ryves Holt, justice of the lower counties in Delaware, and by this step-mother the future commodore was brought up and given a classical education.

He studied medicine under Dr. Sykes of Dover, and was graduated at the medical department of the University of Pennsylvania. He found the medical field well supplied with older practitioners and through the influence of Governor Clayton obtained the clerkship of the Supreme Court of Delaware for Kent county.

He tired of inactive official life, and in 1799, when the country was menaced with a war with France, he obtained a warrant as a midshipman in the United

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Gen Jones

States Navy. He was twenty-nine years old and it seemed to his friends a wild project to begin a life usually taken up for boys and striplings, requiring years of probation and the sacrifice of personal pride and convenience.

He was fortunate in having as a master in his new profession so able and thorough a sailor as Commodore John Barry, and his first voyage was as midshipman on board the frigate *United States*, 44 guns, Captain Barry, when she carried Chief Justice Ellsworth and General Davie as envoys extraordinary to the French Republic. He was next a midshipman on the frigate *Ganges*, 24 guns, and he became a proficient navigator and able seaman.

He was on board the *Philadelphia*, Captain Bainbridge, when that frigate was ordered to the Mediterranean to take part in the war with Tripoli. He suffered the fortunes of his commander in the loss of his ship, and the nineteen long months of imprisonment at Tripoli among a barbarous people and in a noxious climate.

This experience neither broke his spirit nor impaired his iron constitution, and on returning to the United States he was promoted to a lieutenancy. He was on the station at New Orleans when he was appointed to the command of the *Argus*, 16 guns, and cruised for the protection of the southern maritime frontier.

In 1811 he was made captain, and was transferred to the command of the sloop-of-war *Wasb*, 18 guns. With his vessel he followed the *Constitution*, Captain Hull, and the *Hornet*, Captain Lawrence, to Europe with official dispatches and diplomatic communications that terminated in the War of 1812.

The declaration of war sent the *Frolic* home, and when Captain Jones had refitted the *Wasb* his first cruise resulted only in the capture of an insignificant prize.

On October 13, 1812, he again put to sea, and after weathering a long and heavy gale he fell in with a fleet of well-armed merchantmen under convoy of the British sloop-of-war *Frolic*, 22 guns, Captain Thomas Whingates.

This engagement was the next success to follow the capture of the *Guerriere*, and one that has ever stood on the record of the American navy without a parallel among the victories won by the bravery and prowess of her officers and men.

The fleet was bound from Honduras for England. The merchantmen under press of sail escaped, leaving the *Wasb* and *Frolic* to contest single-handed for supremacy. There was a heavy swell on the sea, the weather being boisterous. The topgallant yards of the *Wasb* were taken down, her topsails were close-reefed and her men were called to quarters.

At about eleven o'clock the *Frolic* displayed Spanish colors. In answer the *Wasb* ran up the



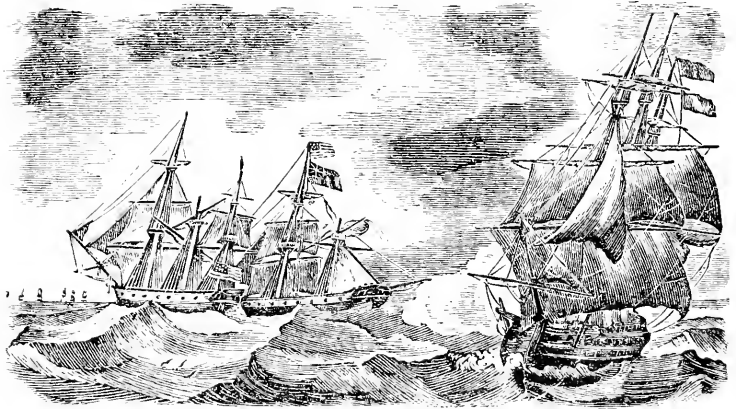
American ensign and pendant and in half an hour came down to windward on the larboard side of the *Frolic* within about sixty yards and halted. With that the enemy hauled down the Spanish ensign and hoisted the British flag, at the same time opening a fire of cannon and musketry, which was promptly returned by the *Wasph*. The vessels getting at closer quarters, the engagement continued without intermission. A few minutes after the first broadsides had been exchanged, the maintopmast of the *Wasph* was shot away, leaving the maintopsail-yard across the larboard fore and foretopsail braces, rendering her headyards unmanageable during the remainder of the action. Her gaff and mizzen top-gallantsail were also shot away. The sea was rough, and the muzzles of the guns of the *Wasph* were frequently dipping the water. Her gunners reserved their fire until the side of the ship was going down, and thus brought the effect of her shot on or below the deck of the *Frolic*.

The Englishman, on the contrary, fired their broadside as the ship was rising, and hence the destruction to the rigging of the *Wasph*. A spirited fire was kept up on both sides, which resulted in effectually stripping the *Wasph* of all her spars and rigging, leaving the masts unsupported and in immediate danger of going by the board.

In order to avoid this additional calamity, and to prevent the escape of the *Frolic*, Captain Jones determined to board the enemy and thus decide the contest.

He thereupon ran down upon her, the *Frolic* striking the American vessel between the main and mizzen riggings, immediately over the heads of Captain Jones and Lieutenant Biddle, who stood together on deck near the capstan.

The position gave the Americans the opportunity to rake the Englishman, which was promptly done,



Wasp and Frolic.

From an old wood-cut engraved in 1831.

and at so close quarters that the men in reloading found their ramrods in contact with the sides of the *Frolic*.

The effect of the broadside was startling, as soon after discovered. Before an order to repeat the dose could be given, a brave sailor, John Lang of New Brunswick, N. J., had sprung, cutlass in hand, to the deck of the *Frolic*, closely followed by Lieutenant

Biddle, and as they gained the forecastle they discovered but a solitary seaman at the wheel and three officers on deck. The captain and his lieutenants promptly threw down their swords in token of surrender, and seeing the British flag still flying, Lieutenant Biddle jumped into the rigging and hauled it down. It was now just forty-five minutes since the first gun had fired, and not twenty of the entire crew of the *Frolic* were capable of any duty. Both upper and berth decks were covered with the dead and dying, and to add to the horror the masts and spars fell and augmented the suffering of those yet alive.

The losses on the *Frolic* were thirty killed and fifty wounded, and on the *Wasp* five men killed and five wounded.

All hands were now employed in clearing the deck, burying the dead, and taking care of the wounded, when Captain Jones sent orders to Lieutenant Biddle to proceed with the prize to any convenient southern port of the United States for repairs. Captain Jones continued his cruise with the *Wasp*.

Just as the vessels parted, a British frigate, the *Poictiers*, Captain John Poer Beresford, appeared and fired a shot over the *Frolic*. He then overtook the *Wasp*, which in her disabled condition was unable to escape. Returning, he secured the *Frolic*, and carried both vessels to Bermuda, where he released the officers and crew on parole.

Upon returning to the United States, the gallant Captain Jones was everywhere received with demonstrations of gratitude and admiration. Brilliant entertainments were given him in the cities through which he passed. The legislature of Delaware appointed a committee to wait upon him with their thanks and to express the "pride and pleasure" they felt in recognizing him as a native of their state, at the same time voting him an elegant piece of plate with appropriate engravings. The Congress of the United States, on motion of Senator J. A. Bayard of Delaware, appropriated twenty-five thousand dollars as a compensation to Captain Jones and his crew for the loss they sustained in the recapture of the *Frolic*, and ordered a gold medal to be presented to the captain and a silver medal to each of his officers. The several states passed congratulatory resolutions and made to the officers valuable gifts of swords and plate, and he was made an honorary member of the Society of the Cincinnati.

Captain Jones was made post-captain March 13, 1813, and commanded the *Macedonian* in Decatur's squadron operating in the Mediterranean. Returning to the United States he was appointed commissary of the naval board and governor of the Philadelphia Naval Asylum. He died in Philadelphia, Pa., August 3, 1850.

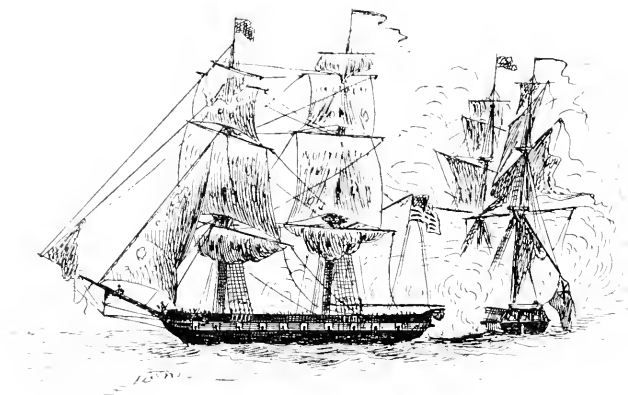
XXII.

CHARLES MORRIS.

As a midshipman he gained a prominent place among the heroes of the Tripolitan War; as a commander he made the flag of America feared and the power of her navy felt in the operations conducted against her commerce; and as a naval expert he built up the American navy to the height of the prosperity it enjoyed from 1823 to 1856, and he was regarded by many as the foremost naval authority in the establishment as it existed before the Civil War.

Charles Morris, the gallant midshipman, who, with Lieutenant Decatur, volunteered to accomplish the destruction of the frigate *Philadelphia* in the harbor of Tripoli, and who was the first man of the party to reach the quarter-deck of the vessel, shared with Decatur in the honors accorded for the exploit.

He was born in Woodstock, Conn., July 26, 1784, and was appointed a midshipman in the United States Navy, July 1, 1799, when scarcely fifteen years old. He sailed from Portsmouth, N. H., in the frigate *Congress*, 37 guns, Captain James Sever, when that ship and the *Esser*, Captain Preble, were ordered on a cruise to the West Indies. In their voyage out the *Congress* was dismantled and was obliged to put back for repairs. In this disaster Midshipman Morris had his shoulder dislocated by the falling of a spar, and his father, then purser of the ship, inquired of him if he



Enterprise and Boxer.

still chose to pursue the life of a sailor. His prompt affirmative caused him to be kept on the ship and after the repairs were finished he made the cruise.

On his return he was assigned to the *Constitution*, Commodore Preble's flagship in the Mediterranean squadron. At Syracuse he was one of the seventy who volunteered on the expedition to recapture or burn the frigate *Philadelphia*, then in the hands of the Tripolitans in the harbor of Tripoli.

On February 3, 1804, the party under Lieutenant Decatur of the *Enterprise*, sailed from Syracuse in the ketch *Intrepid* on a duty which the commodore himself would not encourage on account of the danger with which it must be attended. Midshipman Morris had the honor of wearing the commodore's pistols, handed to him as he was ready to embark.

The *Intrepid* was on the voyage fifteen days, being detained by tempestuous weather. They gained the harbor at night and found the *Philadelphia* anchored within half gun-shot of the bashaw's castle and the principal battery. Two of the enemy's cruisers lay within two cables' length of the starboard quarter, and his gun-boats within half gun-shot of the starboard bow. On the *Philadelphia* were one thousand Turks, and her guns were all mounted and loaded.

In this hostile harbor the little ketch with her seventy fearless American sailors quietly sailed and came alongside the frigate after eleven o'clock at night.

Lieutenant Decatur and Midshipman Morris led the boarding party, and Morris first reached the quarter-deck of the *Philadelphía*. They surprised the Turks and slew at least twenty, while the rest were driven below or jumped overboard. It was so dark that Morris, being disguised as were the rest of the party, was twice taken as an enemy by his gallant commander, and only saved his life by calling out his name. After the successful accomplishment of the object of the expedition and the safe return of the party to the *Constitution*, Midshipman Morris was transferred to the *Argus*, Lieutenant Hull.

After the battle of August 3, 1804, in which the Tripolitan gun-boats were badly used up and the land batteries repeatedly silenced by Commodore Preble's fleet, Midshipman Morris, while in a small boat belonging to the *Argus*, boarded and captured a small French privateer that had just escaped from the harbor, and Commodore Preble employed her captain to carry the wounded Tripolitan prisoners back to their homes.

In January, 1807, he was promoted to a lieutenant, and in July, 1812, was made executive officer of the *Constitution*. When she had her remarkable chase for sixty hours in an effort to escape from the British fleet in July of that year, he was in charge of the navigation of the ship. He distinguished himself in the engagement between the *Constitution* and the *Guerriere* and was shot through the body, the ball, however, reaching no vital part. He was

promoted to the rank of captain, March 5, 1813, passing the intermediate grade of lieutenant-commander, and in 1814 he was appointed to the command of the United States frigate *John Adams*, 28 guns, in which vessel he cruised off the United States and Irish coasts and captured many valuable prizes, doing great injury to British commerce.

When a few days out he encountered a severe gale and put into Penobscot bay for repairs. For greater security against attack, while the ship was beached, he proceeded up the river to Hampden, about thirty miles above Castine, Maine.

On September 1, 1814, while the ship was preparing for heaving, and therefore in no condition for defence, a British force of sixteen sail appeared off the harbor of Castine.

Morris at once made preparations for defending the ship from land. He sent the cannon from the ship to the batteries hastily thrown up, placed obstructions in the river, and the militia was called in from the country. By a forced march Lieutenant Lewis arrived from Castine with a detachment of twenty-eight of the United States artillery. The want of arms and ammunition in the militia was supplied from the ship.

The enemy made an attack on the 3d of September, and the militia fled at the first appearance of the British fleet. A feeble resistance was made by the ship's crew and the artillery. To prevent the ship falling into the hands of the enemy Captain Morris set

her on fire after spiking the guns in the batteries, and the men were separated into small parties and marched through the thinly settled country to Portland, a distance of two hundred miles.

Captain Morris lost one seaman and one marine, both taken prisoners. The British lost eight to ten killed and forty to fifty wounded, the principal damage being done by the 18-pounder under the charge of Lieutenant Lewis.

He was in command of the squadron in the Gulf of Mexico in 1816-1817, and on the coast of Buenos Ayres, 1819-1820. He served as naval commissioner during the years 1823-1827, and 1832-1841, and his position gave him a vote on every question of naval administration. He commanded the *Brandywine* during the special commission of that vessel in conveying Lafayette as the guest of the nation back to his home in France in September—October, 1825. He was afterward on special duty as inspector of navy and dock-yards in England and France, and for many years supervised the naval academy in Annapolis. From 1851 to 1856 he was chief of the bureau of ordnance and hydrography at Washington.

He gave more than fifty years of his best thought and energy to promoting the growth of the American navy and may be said to have been its champion when a handful of heroes made its name respected not only at home but abroad.

He died in Washington, D. C., January 27, 1856.

XXIII.

WILLIAM HENRY ALLEN.

“To see so many brave men standing to their quarters amid the blood of their butchered and wounded countrymen, and hear their cries, without the means of avenging them! and when in three minutes we could have avenged them! To have the flag of my country disgraced! To be so mortified, humbled, cut to the soul! Yes, to have the finger of scorn pointed at me as one of the officers of the *Chesapeake!* — *Lieutenant Allen in a letter to a friend.*”

The name of Allen will be associated with those of Lawrence, Alwyn and Burrows “who while defending the national flag, dyed it in their blood and were wrapped in its folds as they were committed to their graves.”

William Henry Allen was born in Providence, R. I., October 21, 1784. His father, General William Allen, was a distinguished officer of the American Revolution, and his mother was a sister of William Jones, governor of Rhode Island. In May, 1800, he was admitted to the United States Navy as a midshipman and in August following was ordered on board the frigate *George Washington*, Captain Bainbridge, about to proceed to Algiers with tribute to the reigning dey.

Just before sailing he wrote to his father: “I now bid you a short adieu; but should it be the last, you shall have the satisfaction to hear of my good conduct in my station as an officer and a gentleman.”



William Henry Allen.

Under the instruction of Captain Bainbridge he rapidly gained a thorough knowledge of naval tactics, and won the esteem of his officers and the confidence of the government.

On his return to the United States in 1801, he was assigned to the *Philadelphia*, Captain Barron, also bound on a cruise in the Mediterranean. The frigate visited Algiers, was then ordered to Constantinople by the Dey, and afterward blockaded the harbor of Tripoli.

In June, 1802, the *Philadelphia* returned to the United States. In October, 1802, he was ordered to the frigate *John Adams*, Captain Rodgers, and again visited the Mediterranean. While abroad a friend incorrectly informed him of the promotion of a younger officer over him. His reply was: "I am too well grounded in old principles to mind such assaults now. If the government decides this, I can say Amen with all my heart."

Soon after returning from this cruise he was appointed sailing master of the *Congress*, and once more sailed for the Mediterranean.

On this cruise he fell overboard in a gale from the foreyard into the sea, striking near where the anchor was suspended on the bows. He came up directly by the mizzen chains on which he caught hold and regained the ship.

When Commodore Rodgers wished to take soundings of the harbor of Tripoli, contemplating an attack on the city, he selected Sailing-master Allen to

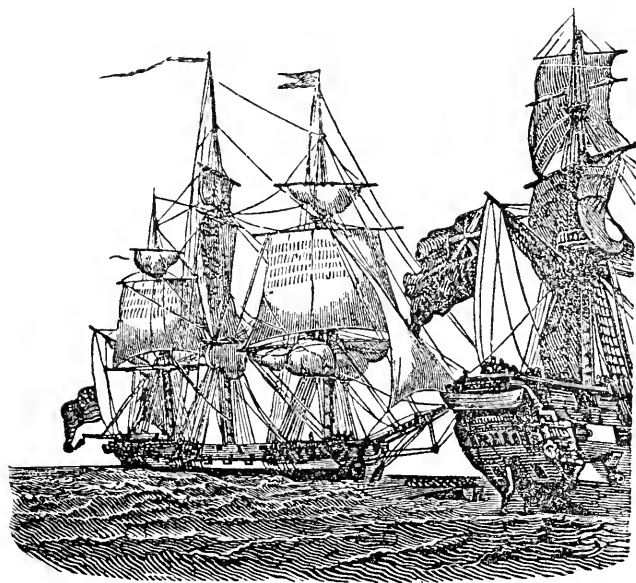
accompany him in the hazardous expedition. They entered the harbor with muffled oars and came so near the Tripolitan gun-boats as to hear the conversation of those on board, and so near to the batteries on shore as to hear the sentinel calling the watchword. A gale came up that shifted the position of the *Nautilus*, on which vessel they had entered the harbor, and they just reached her as her officer was obliged to weigh anchor to prevent her being driven upon the enemy's gun-boats.

In October, 1804, he was ordered to the *Constitution*, Captain Rodgers having been promoted to a lieutenantcy, and again went to the Mediterranean. During this cruise he visited Italy and with Captain Rodgers ascended Mount Vesuvius and explored the ruins of Pompeii and Herculaneum.

While third lieutenant on the *Chesapeake*, 40 guns, Captain Gordon, the disgraceful affair with the British ship *Leopard*, Captain Humphries, took place, June 22, 1807. We give the account in Allen's own words :

“On Monday, June 2d, we weighed anchor and stood to sea. The *Chesapeake* had on this day twenty-eight 18-pounders mounted on her gun-deck, twelve 32-pound carronades on the quarter-deck and had fitted for these guns, three hundred and twenty cartridges, thirteen powder-horns (not sufficiently filled) and matches ready for action. All these were in the magazine, the keys in charge of the captain, as usual, and which are never delivered to any one but the gunner by the captain for fear of accidents. In the cable ties and around the foremast, one thousand wads and sponges ; the guns loaded and shotted, but of course not primed. Round shots in the locker were ready on deck with a box of cannister for each gun.

“At three the *Leopard* came within hail; at half-past three the boat came on board with a demand from Captain Humphries for permission to search the *Chesapeake* for deserters. The orders of the admiral were ‘you, will offer to the commander of the *Chesapeake* a mutual search; and any event take the men described wherever they may be found.’ Here was a demand which our commander knew he must absolutely refuse. Why did he not order his



Chesapeake and Leopard,

From an old wood-cut.

men beat to quarters, detaining the lieutenant and his boat until we were ready for action?

“But no! He gave a positive refusal, which in composing, penning and copying detained the lieutenant half an hour. Our commodore did not order his men beat to quarters until the first gun was fired, nor until then was the key delivered to the gunner, all the officers remaining at this time in perfect ignorance of the contents of the note. I was at the galley (the cambouse) and snatching up a coal from the flames, fired the only gun, which went

through the ward-room of the English ship. A shot came into us, and struck a man on the breast—he fell at my feet, covering me with blood and splinters of bones. One of my guns suffered severely; one gunner had his leg carried away, two an arm each, and two more were wounded severely—five out of eight. After one gun—one single gun—was fired we struck by order of the captain, who then called his officers into his cabin and asked their opinions. My answer was “*Sir, you have disgraced us.*”

The following is the address to the secretary of the navy composed and penned by Lieutenant Allen at the request of his fellow officers.

LATE UNITED STATES SHIP CHESAPEAKE,
HAMPTON ROADS, JUNE 23, 1807.

SIR,

The undersigned officers of the late United States' ship *Chesapeake*, deeply sensible of the disgrace which must be attached to the late (in their opinion) premature surrender of the United States' ship *Chesapeake* of 40 guns, to the English ship of war *Leopard* of 50 guns, without their previous knowledge or consent; and desirous of proving to their country and the world that it was the wish of all the undersigned to have rendered themselves worthy of the flag under which they have the honor to serve, by a determined resistance to an unjust demand, do request the honorable, the secretary of the navy, to order a court of inquiry into their conduct. At the same time they are compelled by imperious duty, by the honor of their flag, by the honor of their countrymen and by all that is dear to themselves, to request that an order may be issued for the arrest of Commodore Barron on the charges herewith exhibited, which the undersigned pledge themselves to prove true.

1. On the probability of an engagement for neglecting to clear his ship for action.

2. For not doing his utmost to take or destroy a vessel which we conceive it his duty to have done.

BENJAMIN SMITH, 1st Lieutenant.

WILLIAM CRANE, 2d Lieutenant.

WILLIAM HENRY ALLEN, 3d Lieutenant.

L. ORDE CREIGHTON, 4th Lieutenant.

SYDNEY SMITH, 5th Lieutenant.

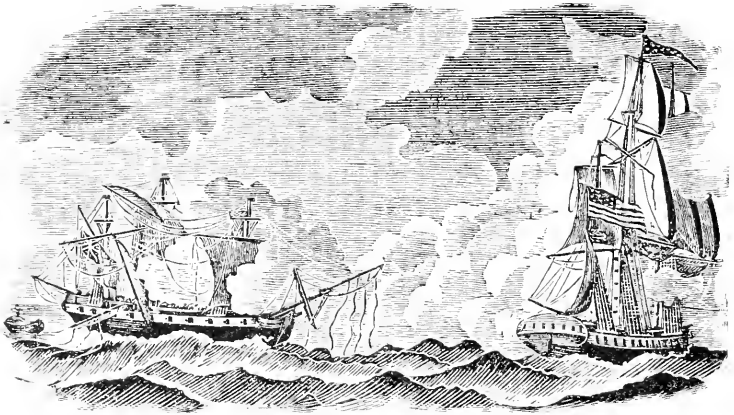
SAMUEL BROOKES, Sailing Master.

This request resulted in the court-martial of Commodore Barron, Captain Gordon, Captain Hall of the marines and the gunner. Barron was suspended without pay for five years ; Gordon was privately reprimanded, as was Hall, while the gunner was cashiered for not having his priming-horns filled.

During the embargo of 1808, Lieutenant Allen was employed in cruising off Block Island in the frigate *Chesapeake*, for the purpose of intercepting and seizing such vessels as were attempting a violation of that law. This brought him in daily contact with vessels from his native state, and with men who were his father's friends and neighbors. He was often asked even by his own father, to interfere in behalf of some friend detained by the operation of the embargo act. To such a request from his father he replied :

“ Nothing, my dear sir, could give me more pleasure than to have been useful or instrumental in serving those young gentlemen you spoke of in your letter ; it requires no request of yours to induce it ; but vain are our desires — impotent the will that exceeds the means of performance. This has been my lot and I believe that of many in the *Chesapeake*. Need I say that my feelings have ever been on the rack while cruising off the island ! But sir, *had this been your vessel*, her situation would have been precisely the same. It is impossible that I can be of the least service to those young gentlemen.”

In 1809 he was promoted first lieutenant on board the frigate *United States*, Commodore Decatur, which was fitting out in the navy yard at Washington, and in the absence of the commodore, he for two months gave his unremitting supervision to the preparation of the ship for sea. In the frigate he made several short cruises. After war was declared the



United States and Macedonian.

From an old wood-cut engraved in 1831.

United States sailed on a cruise and on October 25, 1812, fell in with the British frigate *Macedonian*, 49 guns, one of the finest frigates in the British navy, commanded by Captain John S. Corden. The enemy had the advantage of the wind and fought the *United States* at his own distance, and the action continued for one hour and fifty minutes.

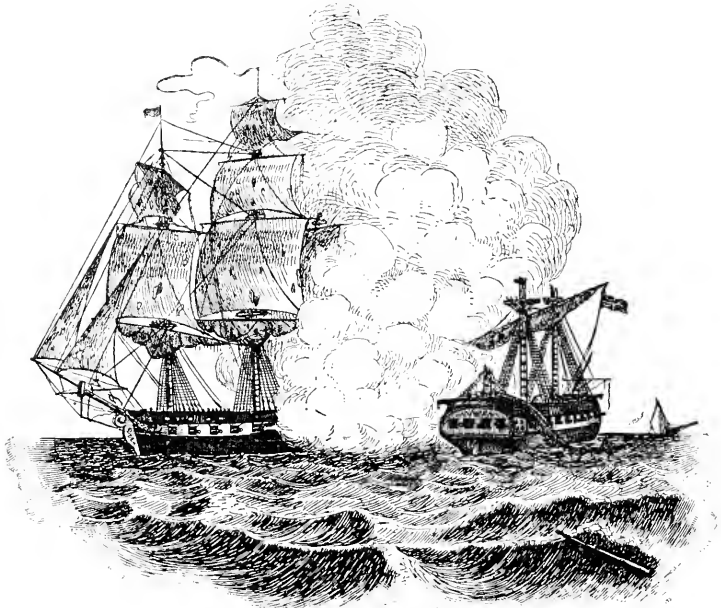
So tremendous was the fire kept up by the American frigate that the British sailors shouted several times supposing that the *United States* was in flames. The *Macedonian* lost her mizzenmast and fore-topmasts and main yard before she struck, having lost thirty-six killed and sixty-eight wounded, while the *United States* lost but four killed and seven wounded, and she could easily have continued her cruise had not Commodore Decatur thought it of the first consequence to convoy his prize into port.

The difficult task of bringing the shattered and sinking *Macedonian* into port was entrusted to Lieutenant Allen, and when he triumphantly entered New York harbor with the American eagle looking down on the British cross, the enthusiasm of the people who lined the docks and water front was unbounded.

He next conducted Mr. Crawford, appointed to succeed Mr. Barlow, deceased, as United States minister to France, on board the *Argus*. He was appointed to the rank of master-commandant but did not receive his commission before he sailed as it was delayed in transmission.

He passed safely through the British blockading squadron and in twenty-three days reached L'Orient, and on June 12, 1813, wrote to the secretary of the navy, "I shall immediately proceed to put in execution, my orders, as to the ulterior purposes of my destination." These appear to have been to destroy the English commerce in the Irish channel. His

injury to British ships and cargoes was about two million five hundred thousand dollars. On August 14th he fell in with the British ship *Pelican*, and the account of the meeting is given in the official report of Lieutenant Watson.



United States and Macedonian.

From an old wood-cut.

NORFOLK, March, 2, 1815.

SIR — Circumstances during my residence in England having heretofore prevented my attention to the painful duty which devolved on me by the death of my gallant commander, Captain William H. Allen of the United States brig *Argus*, I have now the honor to state for your information that, having landed the minister plenipotentiary (Mr. Crawford) and suite at L'Orient, we proceeded on the cruise which had been directed by the department, and after capturing twenty vessels (a list of the names and

other particulars of which I have the honor to enclose) being in latitude 52°, 15' north, longitude 5°, 30' west, on the 14th of August, 1813, we discovered at four o'clock, a. m., a large brig-of-war standing down under a press of sail, upon our weather quarter. The wind being at south and the *Argus* close hauled on the starboard tack, we immediately prepared to receive her; and at 4.30, being unable to get the weather-gage, we shortened sail and gave her an opportunity of closing. At six the brig having displayed the English colors, we hoisted our flag, wore round and gave her the larboard broadside (being at this time within grape distance) which was returned, and the action commenced within range of musketry. At six, poor Captain Allen was wounded, and at six-eight, being much exhausted by loss of blood, he was carried below. At six-twelve we lost our spritsail yard and the principal part of the standing rigging on the larboard side of the foremast. At this I received a wound on the head from a grape shot, and I was carried below, and W. H. Allen, Jr., succeeded to the command of the deck. * * * * The *Argus* having suffered so much in hull and rigging, and also in killed and wounded * * * I deemed it necessary to surrender, and was taken possession of by his Britannic Majesty's sloop the *Pelican*, of twenty-one carriage guns, sixteen 32-pounders, four large 6's, and one 12-pound carronade. I hope this missive will meet your approbation, and that the result of this action, when the superior size and metal of our opponents, and the fatigue which the crew, etc., of the *Argus* underwent from the very rapid succession of captures, is considered, will not be thought unworthy of the flag under which we serve.

The *Argus* and her crew were carried into Plymouth, Eng., and the wounded captain of the *Argus* was carried to the Mill Prison hospital, where he died August 18, 1813, and was buried in the church-yard of the church, in which the funeral services were read over his body with military honors.



D. Porter

XXIV.

DAVID PORTER.

Commodore Porter's father and grandfather fought in behalf of the colonies, the one as commander of a merchant ship and the other in the regular establishment — three of his sons were officers in the United States Navy, and his son, David Dixon Porter and his adopted son, David G. Farragut, the only two admirals in the United States Navy, fought their first battles on board his ship.

David Porter was born in Boston, Mass., February 1, 1780; son of Captain David Porter, who saw service in the American navy during the Revolution, and was afterward commander of the revenue cutter *Active*, making his home in Baltimore, Maryland.

When sixteen years old young Porter sailed to the West Indies in his father's ship, and his next voyage was as mate of a ship sailing from Baltimore to Santo Domingo. On this voyage he was twice impressed on board a British ship, and in each instance he made his escape. He was without money or friends and was obliged to work his way home as a common sailor with a meagre supply of clothing in the winter season.

Upon reaching home he obtained a midshipman's warrant on board the *Constellation*, Commodore Truxton, and saw his first sea fight on board that ship in

her action with the French irigate *Insurgente*. His conduct in this battle won for him the commission of lieutenant and he sailed on the same ship under Commodore Barron. His next vessel was the United States schooner *Experiment*, Lieutenant William Maley, cruising on the coast of Hispaniola, fighting French pirates and recapturing American ships.

He then commanded the *Amphitrite*, a pilot-boat schooner armed with 5 small swivel guns taken from the tops of the *Constellation*, and a crew of fifteen men. In this little vessel he gave battle to a French privateer mounting one long 12-pounder and several swivels, and manned with a crew of forty men. The privateer was accompanied by a prize ship and a large barge with thirty men and armed with swivels. Lieutenant Porter in the engagement lost his rudder, but made prize of the privateer and ship without the loss of a man, though several were wounded and his vessel much injured. The privateer had seven killed and fifteen wounded.

His next voyage was as first lieutenant of the *Experiment*, Captain Charles Stewart, against the French buccaneers operating in the West Indies and the cruise resulted in suppressing the outlaws and shutting up their ships in their own harbors.

Both Captain Stewart and Lieutenant Porter were ordered to join the fleet fitting out for the Mediterranean and on reaching that station the *Enterprise* engaged the *Tripoli*, a corsair of superior force, which

she vanquished with little loss to the American schooner. In one of the encounters with a Tripolitan ketch, Lieutenant Porter was wounded in the thigh. He was on board the *Philadelphia* with Captain Bainbridge when that ship was grounded and captured by the Tripolitans, and he shared nineteen month's imprisonment with the captain and crew.

During this long confinement the American sailors, employed on the public works by the bashaw, formed a secret passage through which they were accustomed to visit the American officers confined in the castle, and communicate with them through a small hole in the wall of one of the rooms. The means of communication was discovered and when the officer in charge of the castle rushed into the room where the officers of the *Philadelphia* were assembled, he demanded the name of the officer who had planned the means of communication. Lieutenant Porter at once announced himself as the culprit and he was hurried away from his fellow officers, to what fate they knew not. After some days of anxiety on the part of all, he was returned to the room unharmed. This anecdote of the heroism of Porter was the subject of admiration for the entire period of their confinement.

After being released he was appointed to the command of the *Enterprise*, and ordered to Tripoli. On more than one occasion he vindicated the honor of the flag, and when for an insult to the American standard he ordered the flogging of a British sailor on the

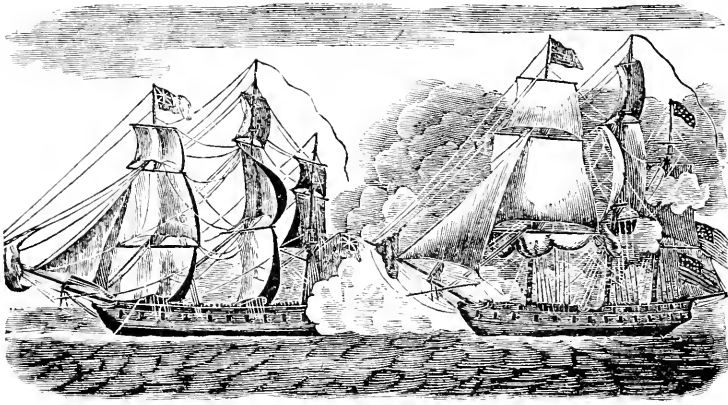
gangway of the *Enterprise*, the governor of Malta, where the brig was at anchor, took up the affair and directed the forts to prevent the *Enterprise* from departing. On learning of this order Captain Porter instantly made sail, called his men to quarters, and with lighted matches and in the attitude of firing upon the town should any obstruction be thrown in his way, he safely left the harbor.

He then passed through the Straits of Gibraltar in sight of the town and the British squadron in the harbor, and he was attacked by twelve Spanish gun-boats which he compelled to retire. The exploit was witnessed by the officers and men on the British fleet as well as by inhabitants of the town.

After an absence of five years Captain Porter returned to his home and was married to the daughter of Representative Anderson, member of Congress for Pennsylvania. He was then assigned to the command of the flotilla assembled on the New Orleans station, where he enforced the embargo and non-intercourse laws vigorously and faithfully. He next commanded the frigate *Essex* at Norfolk, and when the War of 1812 broke out sailed in that vessel from New York, July 3, 1812, on a cruise. When outside that port he was attacked by the British sloop-of-war *Alert*, Captain Thomas L. P. Langhorne, the ship bearing down upon the weather quarter of the *Essex*. The English crew gave three cheers and opened the action. The contest was short, as after a few broadsides the

Alert surrendered to the *Essex*, and Captain Porter was the first commander in the War of 1812 to capture a British ship-of-war. He carried her flag home and sent it to Washington as a trophy, the first of the war deposited in the navy department.

Captain Porter repaired his ship and sailed from



Essex and Alert.

From an old wood-cut engraved in 1831.

the Delaware, October 27, 1812, for the coast of Brazil. He captured the British packet *Nocton*, 10 guns and thirty-one men, having on board eleven thousand pounds sterling in money, and after taking out her money he sent the prize to the United States.

Circumstances made it inexpedient for Captain Porter to remain longer on the coast, as Commodore Bainbridge had captured the *Java* and would probably

return home for repairs, the *Hornet* had been captured by the *Montagu*, and the coast was swarming with hostile ships, all in search of the *Essex*. He therefore skirted along the coast of South America and doubled the Horn in a severe storm. He suffered greatly from a panic among the crew and arrived at Valparaiso on March 14, 1813. Here he replenished his stores, and finding that the Peruvians had been making prizes of American whaling vessels and imprisoning their crews, he therefore captured the Peruvian privateer *Nercyda*, and threw all her guns and ammunition into the sea. On board the vessel he found twenty-four Americans, the crews of two whalemens held prisoners. These men Captain Porter liberated and he wrote an account of his proceedings to the Peruvian viceroy giving his reasons for his acts. Captain Porter afterward re-captured one of the whalemens as she was entering the harbor of Lima.

In the Pacific, Captain Porter found that he had a clear field and but slight opposition. The British government had not anticipated the bold movement of Porter and supposed that their commerce in the Pacific was safe, while they had the American whalemens at their mercy.

The advent of the *Essex* changed the condition and Captain Porter made great havoc among the British whalers. He captured the *Barclay*, the *Montezuma*, the *Georgiana* and the *Policy*, and converted two of these into American cruisers. They were both

pierced for 18 guns and took their crews out of the *Essex*, which ship had an extra complement of both officers and men. The *Georgiana* became known as the *Essex Junior*, Lieutenant Downs. His prizes afforded him an abundance of provisions, clothing, medicine, naval stores and money with which to pay liberally both officers and men.

There was now danger that the news of the exploits of the *Essex* and her escorts would reach the British admiralty and that a large force would be despatched to capture her.

Lieutenant Downs learned at Valparaiso, to which port he had conveyed a number of prizes, that the British frigate *Phœbe*, 36 guns, Commodore Hillyar, with two sloops of war was expected.

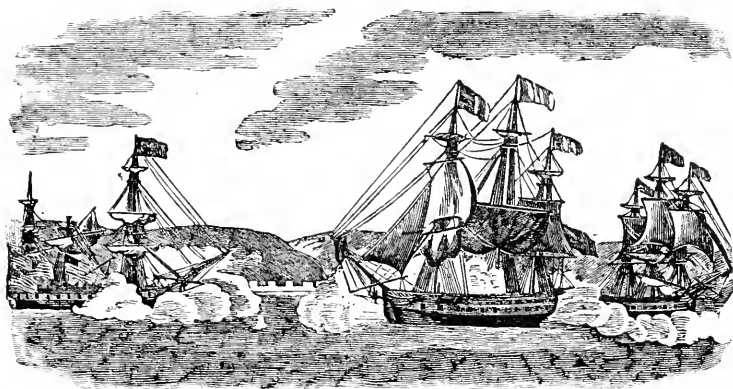
To meet this frigate and close his expedition with an exploit more brilliant than the capture of merchantmen and whalers, Captain Porter proceeded to repair the *Essex* and put her in fighting trim. He sailed to the island of Nukahiva, one of the Washington groups, and there repaired the *Essex* with the material captured on board his prizes. On November 19, 1813, he took possession of the island in the name of the United States and called it Madison Island. It was large, fertile and populous. The natives were friendly and supplied him with an abundance of provisions, Captain Porter in return marching his ship's crew against some neighboring tribes and subjugating them.

He sailed for the coast of Chili with the three prizes which he had brought with him on December 13, 1813. He then proceeded to Valparaiso in search of Commodore Hillyar. The account of the meeting and the action that ensued in the month of March, 1814, and the hopes, feelings and expectations of Commodore Porter on that occasion is given in his own words as extracted from his letter on the subject to the secretary of the navy, dated at sea July, 3, 1814.

“The *Phæbe*, agreeably to my expectations, came to seek me at Valparaiso, where I was anchored with the *Essex*. My armed prize, the *Essex Junior*, under the command of Lieutenant Downes, on the lookout off the harbor. But contrary to the course I thought he would pursue, Commodore Hillyar brought with him the *Cherub*, sloop-of-war, mounting 28 guns, eighteen 32-pound carronades, eight 24's, and two long 9's on the quarter-deck and fore-castle, and a complement of one hundred and eighty men. The force of the *Phæbe* is as follows: thirty long 18-pounders, sixteen 32-pound carronades, one howitzer, and six 3-pounders in the tops, in all 53 guns and a complement of three hundred and twenty men; making a force of 81 guns and five hundred men; in addition to which they took on board the crew of an English letter of marque lying in port. Both ships had picked crews, and were sent into the Pacific in company with the *Raccoon* of 22 guns, and a store ship of 20 guns for the express purpose of seeking the *Essex*, and were prepared with flags bearing the motto, “God and country; British sailors' best rights; Traitors offend both.” This was intended as a reply to my motto, “*Free Trade and Sailors' Rights*,” under the erroneous impression that my crew were chiefly Englishmen, or to counteract its effect on their own crews. The force of the *Essex* was 46 guns, forty 32-pound carronades, and six long 12's; and her crew, which had been much reduced by manning prizes, amounted only to two hundred and fifty men. The *Essex Junior*, which was interded chiefly as a storeship, mounted 20 guns, ten 18-pound carronades and ten short 6's, with only sixty men on

board. In reply to their motto, I wrote at my mizzen, "God, our Country, and Liberty; Tyrants offend them."

On getting their provisions on board they went off the port for the purpose of blockading me, where they cruised for near six weeks; during which time I endeavored to provoke a challenge, and frequently, but ineffectually to bring the *Phæbe* alone to action, first with both my ships, and afterward with my single ship, with both crews on board. I was several times under way, and ascertained that I had greatly the advantage in point of sailing, and once succeeded in closing within gunshot of the *Phæbe*, and commenced



Essex and British Frigates in the Harbor of Valparaiso.

From an old wood-cut engraved in 1831.

a fire on her, when she ran down for the *Cherub*, which was two and a half miles to leeward; this excited some surprise and expressions of indignation, as previous to my getting under way, she hove to off the port, hoisted her motto flag and fired a gun to windward. Commodore Hillyar seemed determined to avoid a contest with me on nearly equal terms, and from his extreme prudence in keeping both his ships ever after, constantly within hail of each other, there were no hopes of any advantages to my country from a longer stay in port. I therefore determined to put to sea the first opportunity which should offer; and I was the more strongly induced to do so as I had gained certain intelligence that the *Tagus*, rated 38, and two

other frigates, had sailed for that sea in pursuit of me ; and I had reason to expect the arrival of the *Raccoon* from the north-west coast of America, where she had been sent for the purpose of destroying our fur establishment on the Columbia. A rendezvous was appointed for the *Essex Junior* and every arrangement made for sailing, and I intended to get them chase me off, to give the *Essex Junior* an opportunity of escaping. On the 28th of March, the day after this determination was formed, the wind came on to blow fresh from the southward, when I parted my larboard cable and dragged my starboard anchor directly out to sea. Not a moment was to be lost in getting sail on the ship. The enemy were close in with the point forming the west side of the bay ; but on opening them, I saw a prospect of passing to windward, when I took in my top-gallantsails, which were set over single-reefed topsails, and braced up for this purpose ; but on rounding the point, a heavy squall struck the ship and carried away her main top-mast, precipitating the men who were aloft into sea, who were drowned. Both ships now gave chase to me, and I endeavored in my disabled state to regain the port ; but finding I could not recover the common anchorage, I ran close into a small bay about three-quarters of a mile to leeward of the battery on the east side of the harbor, and let go my anchor within pistol shot of the shore where I intended to repair my damages as soon as possible. The enemy continued to approach and showed an evident intention of attacking, regardless of the neutrality of the place where I was anchored ; and the caution observed in their approach to the attack of the crippled *Essex* was truly ridiculous as was their display of their motto flags and the number of jacks at all their mast heads. I with as much expedition as circumstances would permit of, got my ship ready for action and endeavored to get a spring on my cable, but had not succeeded when the enemy at fifty-four minutes after 3 p. m. made his attack, the *Phoebe* placing herself under my stern and the *Cherub* on my starboard bow ; but the *Cherub*, soon finding her situation a hot one, bore up, and ran under my stern also, where both ships kept up a hot, raking fire. I had got three long 12-pounders out of the stern ports, which were worked with so much bravery and skill, that in half an hour we so disabled both, as to compel them to haul off to repair damages. In the course of this firing, I had by the great exertions of Mr. Edward Barnewell, the acting sailing-master assisted by Mr. Linscott, the boatswain, succeeded in getting springs on our cable three different

times: but the fire of the enemy was so excessive that before we could get our broadside to bear they were shot away and thus rendered useless to us.

My ship had received many injuries, and several had been killed and wounded; but my brave officers and men, notwithstanding the unfavorable circumstances under which we were brought to action, and the powerful force opposed to us, were no ways discouraged — all appeared determined to defend their ship to the last extremity, and to die in preference to a shameful surrender. Our gaff, with the ensign and motto flag at the mizzen, had been shot away, but "*Free Trade and Sailors' Rights*" continued to fly at the fore. Our ensign was replaced by another; and to guard against a similar event an ensign was made fast in the mizzen rigging, and several jacks were hoisted in different parts of the ship. The enemy soon repaired his damages for a fresh attack. He now placed himself, with both his ships, on my starboard quarter, out of the reach of my carronades, and where my stern guns could not be brought to bear. He there kept up a most gallant fire, which it was out of my power to return, when I saw no prospect of injuring him without getting under way and becoming the assailant. My top-sail sheets and halyards were all shot away, as well as the jib and fore top-mast staysail halyards; and that being the only sail I could set, I caused it to be hoisted, my cable to be cut, and ran down on both ships, with an intention of laying the *Phoebe* on board. The firing on both sides was now tremendous; I had let fall my fore-topsail and foresail, but the want of tacks and sheets rendered them almost useless to us, yet we were enabled for a short time to close with the enemy; and although our decks were now strewed with dead, and our cockpit filled with wounded, although our ship had been several times on fire, and was rendered a perfect wreck, we were still encouraged to hope to save her, from the circumstance of the *Cherub* from her crippled state being compelled to haul off. She did not return to close action again, although she apparently had it in her power to do so, but kept up a distant firing with her long guns. The *Phoebe*, from our disabled state, was enabled, however, by edging off, to choose the distance which best suited her long guns, and kept up a tremendous fire on us, which mowed down my brave companions by the dozen. Many of my guns had been rendered useless by the enemy's shot, and many of them had had their whole crews destroyed. We manned them again from those which

were disabled, and one gun in particular was three times manned — fifteen men were slain at it in the course of the action! but strange as it may appear the captain of it escaped with only a slight wound.

Finding that the enemy had it in his power to choose his distance I now gave up all hopes of closing with him, and as the wind, for the moment, seemed to favor the design, I determined to endeavor to run her on shore, land my men and destroy her. Everything seemed to favor my wishes. We had approached the shore within musket shot, and I had no doubt of succeeding, when, in an instant, the wind shifted from the land (as is very common in this port in the latter part of the day), and payed our head down on the *Phoebe*, where we were again exposed to a dreadful raking fire.

My ship was now totally unmanageable; yet as her head was toward the enemy, and he to leeward of me, I still hoped to be able to board her. At this moment Lieutenant-commandant Downes came on board to receive my orders, under the impression that I should soon be a prisoner. He could be of no use to me in the then wretched state of the *Essex*, and finding (from the enemy's putting his helm up) that my last attempt at boarding would not succeed, I directed him, after he had been about ten minutes on board, to return to his own ship, to be prepared for defending and destroying her in case of an attack. He took with him several of my wounded, leaving three of his boat's crew on board to make room for them. The *Cherub* now had an opportunity of distinguishing herself by keeping up a hot fire on him during his return. The slaughter on board my ship had now become horrible, the enemy continuing to rake us, and we unable to bring a gun to bear.

I therefore directed a hawser to be bent to the sheet anchor, and the anchor to be cut from the bows to bring her head round; this succeeded. We again got our broadside to bear, and as the enemy was much crippled and unable to hold his own, I have no doubt he would soon have drifted out of gunshot before he discovered we had anchored, had not the hawser unfortunately parted. My ship had taken fire several times during the action, but alarmingly so forward and aft at this moment. The flames were bursting up each hatchway and no hopes were entertained of saving her. Our distance from the shore did not exceed three-quarters of a mile, and I hoped many of my brave crew would be able to save themselves, should the ship blow up, as I was informed the fire was near the magazine, and the explosion of a large quantity of powder below served to increase the horrors of our situation. Our boats were destroyed

by the enemy's shot; I therefore directed those who could swim to jump overboard, and endeavor to gain the shore. Some reached it, some were taken by the enemy, and some perished in the attempt; but most preferred sharing with me the fate of the ship.

We who remained now turned our attention to extinguishing the flames; and when we had succeeded went again to our guns, where the firing was kept up for some minutes. But the crew had by this time become so weakened that they all declared to me the impossibility of making further resistance, and entreated me to surrender my ship to save my wounded, as all further attempts at opposition must prove ineffectual, almost every gun being disabled by the destruction of the crews. I now sent for the officers of divisions to consult them; but what was my surprise to find only Acting-lieutenant Stephen Decatur M'Knight remaining, who confirmed the report respecting the condition of the guns on the gun-deck — those on the spar-deck were not in a better state.

Lieutenant Wilmer, after fighting most gallantly throughout the action, had been knocked overboard by a splinter while getting the sheet anchor from the bows, and was drowned. Acting-lieutenant J. G. Cowell had lost a leg; Mr. Edward Barnewell, acting sailing master, had been carried below after receiving two severe wounds, one in the breast and one in the face; and Acting-lieutenant William H. Odenheimer had been knocked overboard from the quarter an instant before and did not regain the ship until after the surrender.

I was informed that the cockpit, the steerage, the ward-room and the birth-deck could contain no more wounded; that some of the wounded were killed while the surgeons were dressing them and that unless something was speedily done to prevent it the ship would soon sink from the number of holes in her bottom. On sending for the carpenter he informed me that all his crew had been killed or wounded and that he had once been over the side to stop the leaks when his sling had been shot away and it was with difficulty he was saved from drowning. The enemy, from the smoothness of the water and the impossibility of ever reaching him with our caronades and the little apprehension that was excited by our fire, which had now become much slackened, was enabled to take aim at us as at a target; his shot never missed our hull and my ship was cut up in a manner which was perhaps never before witnessed — in fine I saw no hope of saving her and at twenty minutes past 6 p. m. gave the painful order to strike the colors.

Seventy-five men, including officers, were all that remained of my whole crew capable of doing duty and many of them severely wounded, some of whom have since died. The enemy still continued to fire and my brave though unfortunate companions were still falling about me. I directed an opposite gun to be fired to show them we intended no further resistance but they did not desist; four men were killed at my side and others in different parts of the ship. I now believed he intended to show us no quarter and that it would be as well to die with my flag flying and I was about on the point of hoisting it, when about ten minutes after hauling the colors down he ceased firing.

We have been unfortunate but not disgraced—the defense of the *Essex* has not been less honorable to her officers and crew than the capture of an equal force, and I now consider my situation less unpleasant than that of Commodore Hillyar, who in violation of every principle of honor and generosity, and regardless of the rights of nations, attacked the *Essex* in her crippled state within pistol shot of a neutral shore; when for six weeks I had daily offered him fair and honorable combat on terms greatly to his advantage. The blood of the slain must be on his head and he has yet to reconcile his conduct to Heaven, to his conscience and to the world.

On his return home in the *Essex Junior*, Commodore Porter was made commissioner of the navy. In 1823, when it was decided to fit out an expedition to suppress the pirates operating in the West Indies, he resigned his commissionership and took command of the expedition, giving his personal attention to the selection of the vessels and their preparation for the service.

He took his squadron to sea on Feb. 14, 1823, hoisting his broad pennant on board the *Peacock*. He arrived off Porto Rico where he sent a letter to the governor in relation to the interruption of American commerce by Porto Rico privateers, and also on the

subject of his contemplated blockade of their coasts. He despatched this letter March 3, 1823, by Captain John Porter on board the *Greyhound* into the port of San Juan, and on the 5th ordered Lieutenant W. H. Cooke in command of the *Fox* to enter the same harbor to ascertain the probabilities of receiving an answer to his letter. As Lieutenant Cooke was on his way to execute this order he was killed by a shot from the castle which opened a heavy fire upon the schooner and obliged her to come to anchor under the guns of the castle. It appears that the commander of the fleet had given orders to allow no more of the American fleet to enter the harbor during the absence of the governor, but Commodore Porter would not receive such a plea and referred the whole matter to the government at Washington.

He now divided his fleet in small detachments and distributed them along the entire coast of Cuba and Porto Rico. He established a naval depot at Key West, where he reassembled his squadron and made it the center of his operations and the rendezvous of his vessels after their short cruises. The result of this policy was reported April 24, 1823, by Commodore Porter, "I believe I can now say with safety that there is not a pirate afloat on the northern coast of Cuba, larger than an open boat." On May 19 he writes to the secretary of the navy, "I have the honor to inform you that not a single piratical act has been committed on the coast of Cuba since I organized and arrayed my forces."

In August a malignant fever broke out at Key West and many of the sailors were victims to the epidemic. Commodore Porter was prostrated and without awaiting orders he directed the squadron to return home. After the men had recovered he returned with the vessels to the station.

In October, 1824, Lieutenant Platt of the *Beagle* was informed of the robbery of an American mercantile house in St. Thomas and traced the goods to Foxordo, a small port on the extreme eastern part of Porto Rico. He anchored in the harbor and waited on the proper civil authorities, who demanded to see his commission, pronounced it a forgery, and charging him with being a pirate arrested him and Lieutenant Ritchie who was with him and kept them under guard for a whole day.

After various insults they were permitted to return to their vessel. When the *Beagle* was running up the coast she met the Commodore's flagship *John Adams* and Lieutenant Platt reported the treatment to Commodore Porter, who deemed the act an insult to the American flag which must be atoned for. As the flagship drew too much water to enter the harbor, she was anchored at a safe distance and the Commodore took the *Beagle* and the *Grampus* with the boats of the *John Adams*, under Captain Dallas her commander, and entered the harbor of Foxordo. He addressed a letter to the alcalde demanding explanation and atonement, under pain of making the town responsible, and gave one hour for an answer. The letter was sent by

a lieutenant under a flag of truce. As the vessels came to anchor, Commodore Porter perceived a shore battery making preparation for action and he sent a detachment of seamen and marines to take this battery and spike the guns, which they promptly did without much opposition on the part of the Spanish garrison.

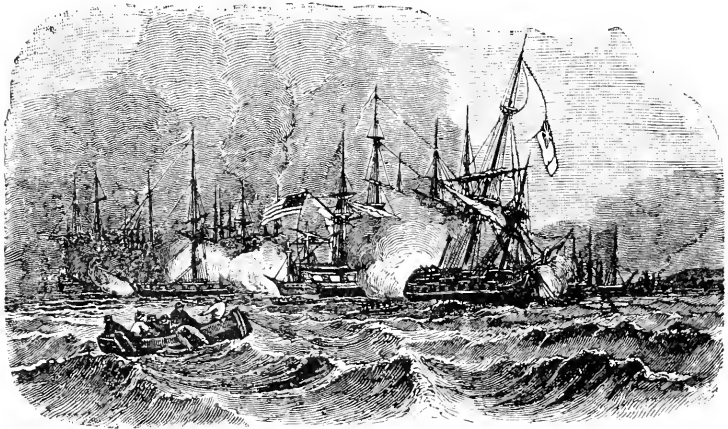
He then headed two hundred men and moved towards the town. A battery of two guns that commanded the road over which they were marching, was captured and spiked. In half an hour the town was reached and was found prepared for a defense. The party then halted and awaited the return of the flag of truce. The alcalde and captain of the ports appeared and apologized to Lieutenant Platt in person, promising to thereafter respect the American flag. The Americans then marched through the town and returned to their vessels.

Commodore Porter reported his act to the government and was ordered home and court-martialed. He based his defense on three grounds in the law of nations, American precedents and the orders of the department. He was however suspended from the service for six months and the President approved the findings of the court and the sentence.

This action on the part of his government so displeased Porter that he resigned and entered the Mexican service, where he received the appointment of commander-in-chief of the naval forces with a salary of \$25,000 a year.

Captain Lewis Warrington was appointed to succeed Commodore Porter, who remained in the Mexican service until 1829, when he returned home and was appointed by President Jackson consul-general at Algiers. This post he occupied till the conquest of Algiers by the French, when he was made chargé d'affaires at Constantinople. He visited the United States and returned to the Porte with the accredited appointment as United States minister.

He died in Pera, a suburb of Constantinople, Turkey, March 28, 1843, and his body was brought to the United States and buried in the grounds of the naval asylum near Philadelphia.



XXV.

JAMES BARRON.

“Commodore Barron is chiefly known to the present generation for his encounter, when in command of the *Chesapeake*, with the British frigate *Leopard* in time of peace, and the duel in which he killed Commodore Decatur.” *Appleton's Cyclopædia of American Biography*.

This unfortunate naval officer was born in Virginia, in 1769. He was the son of Captain Barron, the commander of the Colonial navy of Virginia, during the war of the American revolution and was himself, as a boy, an apprentice on his father's ship and saw service in that war. He entered the United States service as a lieutenant on the frigate *United States* under Commodore Barry in 1798, and was promoted captain in 1799 for important services rendered on the *United States*.

His brother, Commodore Samuel Barron, was sent out on the *President* as flagship with a fleet, to cooperate with Commodore Preble in the Mediterranean, and reached that station shortly after the destruction of the *Philadelphia*. With this fleet Captain James Barron commanded the frigate *Essex*, 32 guns, and to his ship was entrusted the United States ambassador to the bashaw of Tripoli, empowered to make terms of peace. Commodore Stephen Barron superceded Commodore Preble and transferred his flag from the *President* to the *Constitution*, and made his brother



James Barron

commander of the *President*, transferring Captain Cox, who only ranked as master-commander, to the *Essex*.

A treaty was signed, June 3, 1805, which terminated the war with Tripoli.

The outrages of English captains in searching American vessels, even men-of-war, for deserters, and the arrogance displayed when demanding the right to search, had so incensed the American people, that in 1807, when the authorities awoke to the realization of a need for suitable frigates to resist this outrage, they found that the naval appropriation had been entirely expended in building gun-boats adapted for coast defense but not to cruising.

The available frigates were in the Mediterranean where the *Constitution*, the flagship of that station, was to be relieved. The *Chesapeake*, which had been ordered into commission to take her place, was hastily fitted up, and Captain Charles Gordon, the youngest master-commandant on the list, was assigned to the frigate, May 15, 1807. Captain Barron was promoted commodore, May 15, and was ordered to hoist his broad pennant on the *Chesapeake*, as flagship of the squadron, and sail to relieve Commodore Rodgers, at the Mediterranean station.

At this time Captain Barron ranked as one of the most ready seamen that America had produced, although he had held only a secondary position in any sea-fight. Captain Gordon found, on passing Mount Vernon on his way from the navy yard to Norfolk,

that of the twelve guns on board, none were in condition to fire the customary salute on passing Washington's grave. When he reached Hampton Roads, June 4th, he anchored to receive the remaining guns and stores.

On the 6th day of June Commander Barron paid the frigate his first visit. On the 14th Captain Gordon had shipped his guns and supplies, and had received on board a crew of 375 men. Between that date and the 22d the guns were put into position. The men were called to quarters only three times, and no opportunity was found to exercise the guns.

On June 22, 1807, the *Chesapeake*, 38 guns, Captain Gordon, bearing the broad pennant of Commodore Barron, got under way. The same day he was hailed by the British frigate *Leopard* ten miles east of Cape Henry. Captain Humphrey, her commander, sent out a boat with an officer bearing Admiral Berkeley's instructions to search the frigate for deserters from the British navy. Commodore Barron refused to permit him to do so and allowed the officer to return to the *Leopard* with his answer. In about eight minutes and while the two frigates were within two hundred feet of each other the *Leopard* poured a broadside of solid shot and canister into the American frigate.

The *Chesapeake* was taken by surprise and was wholly unprepared for a fight. The gun-deck was encumbered with lumber, the cables were not yet stowed away, four of the guns had not been adjusted

to their carriages, and the powder horns for priming the guns were not in condition for use.

The *Leopard* followed its first broadside by three others, and three of the men on the *Chesapeake* were killed and eighteen wounded. At the end of fifteen minutes of unresisted massacre the flag was struck by Commodore Barron, and just as it touched the taff-rail, Lieutenant Allen, with a burning coal in his fingers, applied it to one of the guns and hulled the *Leopard*, the single shot of resistance made by the *Chesapeake*. An English officer then came on board, mustered the ship's company and picked out a British sailor named Ratford with three other deserters, not named in Admiral Berkeley's orders to Captain Humphrey.

When Commodore Barron offered to surrender the *Chesapeake* to the officer as a prize, Captain Humphrey declined to take possession, asserting that his duty had been accomplished. The *Chesapeake* returned to Norfolk, and Commodore Barron's conduct was investigated by a naval court-martial. After a long trial he was found not guilty on all of the counts except as to failing to prepare instantly for action before allowing the English officer to depart with his answer to the demand to search his ship, and on that count he was found guilty and condemned to suspension for five years without pay. His orders from the secretary of war appear to extenuate this mistake, and the department was in a large measure at fault in sending out a ship before she was ready

for sea, although there appears to have been no protest made by either Captain Gordon or Commodore Barron when they went on board and assumed command.

Barron went to France where he found employment in the French navy with a high commission and did not return to the United States until the expiration of his term of sentence. He then asked to be assigned to active duty but his action in deserting his country and taking service with an enemy, prejudiced the other officers of the navy against him and they entered a vigorous protest against his assignment. As he had been trained to the sea and had given his time to his country and had no other means of support, he claimed when his government cut off that support that he had no recourse but to follow his trade under some other employer.

Commodore Decatur was especially severe in his denunciation, and Barron challenged him to mortal combat. They met at Bladensburg, near Washington, D. C., and Decatur was killed and Barron severely wounded.*

The unfortunate affair increased Barron's unpopularity and he was kept in "waiting orders" until the time of his death. He became senior officer of the navy in 1839, and died in Norfolk, Va., April 21, 1851.

* See particulars of the duel under sketch of Stephen Decatur, also another version of the engagement between the *Chesapeake* and the *Leopard* in the sketch of William Henry Allen.

XXVI.

JAMES BIDDLE.

“The neatness and dispatch with which the American sloop did her work, the coolness with which she met an attempt to board, the accuracy of her fire and handling, are all proofs of her having been a disciplined man-of-war, and of the high condition of that service in which she was one of the favorites.” — *Cooper*.

The hero of the victory of the *Hornet* over the British brig *Penguin*, was born in Philadelphia, February 18, 1783. He was given a warrant in the United States navy as midshipman in 1800, when he was seventeen years old, and was under Bainbridge on the *Philadelphia* when that frigate was captured by the Turks off the harbor of Tripoli in 1803, and with the other officers and crew he was confined in prison for nineteen months by the bashaw of Tripoli. On being released he was on ordinary duty until the war of 1812 called out the best men to officer the new vessels of war, fitted out to meet the Royal navy of Great Britain and to prey upon the commerce of that proud and powerful nation.

Midshipman Biddle was promoted to a lieutenantcy and was assigned to duty on the sloop-of-war *Häsp*, Captain Jacob Jones, and in the encounter with and capture of the British sloop *Frolic* on October 13, 1812, gave proof of his ability as an officer to that



James Biddle

extent that when a commander was to be selected to carry the *Frolic* into port the choice of Captain Jones fell to Biddle.

He had narrowly escaped death during the fight when the *Frolic* struck the American sloop as Captain Jones ran down on her with the *Wasp*, preparatory to finishing the business on hand, at short range or by boarding. A broadside followed the collision and before the gunners could reload, Lieutenant Biddle followed a seaman, John Long, to the deck of the *Frolic*, to find as they gained the fore-castle only three officers in sight. These promptly surrendered to Lieutenant Biddle, who, upon discovering that the flag had not been struck, hauled it down with his own hands and carried it, with the officers' swords, on board the *Wasp*.

As Lieutenant Biddle was proceeding with the *Frolic* to make the nearest Southern port, the British frigate *Poictiers* appeared and took possession of the disabled prize, Lieutenant Biddle being in no condition either to fight or run away. He was carried into Bermuda, where he was released in March, 1813, having been exchanged.

On reaching home he was promoted master-commandant, and placed in charge of the gun-boat flotilla on the Delaware, but soon afterward was transferred to the command of the *Hornet*, then blockaded in the port of New London, Conn., by a British squadron, where were also the *United States* and the

Macedonian laid up in ordinary, the *Hornet* protecting them.

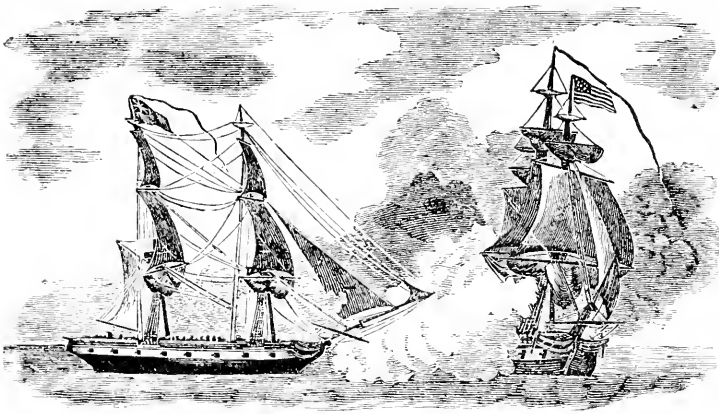
This service proving irksome to Captain Biddle, he asked to be relieved, and was finally given orders to join Commodore Decatur, at New York. He took advantage of the first favorable position of the blockading fleet to pass out, and in November, 1814, he joined the fleet at New York, made up of the *President*, flag ship, the *Peacock*, Captain Warrington, the store-ship *Tom Bowline* and the *Hornet*, his own vessel. The fleet was detained in the harbor of New York till January, 1815, when the *President* put to sea and was captured by the British frigate *Endymion*, 40 guns.

The commanders of the *Hornet*, *Peacock*, and *Tom Bowline*, not being aware of the fate of the *President*, followed her to sea on the 22nd, while the blockading squadron was to the south and east, which enabled them to pass unmolested.

Commodore Decatur had appointed the island of Tristan d' Acunha as the place of rendezvous and the *Peacock* and the *Tom Bowline* arrived about the middle of March, but were driven off the land by bad weather. The *Hornet* did not arrive till March 23rd, and as Captain Biddle was about to anchor, a sail was discovered to windward. He at once sheeted home his topsails and made for the chase which was running before the wind. The *Hornet* then hove-to and awaited the stranger, which approached within musketshot, came to the wind, set the English colors and

fired one gun. She was the British brig *Penguin*, 18 guns. The *Hornet* thereupon luffed up, displayed her ensign and returned the challenge with a broadside.

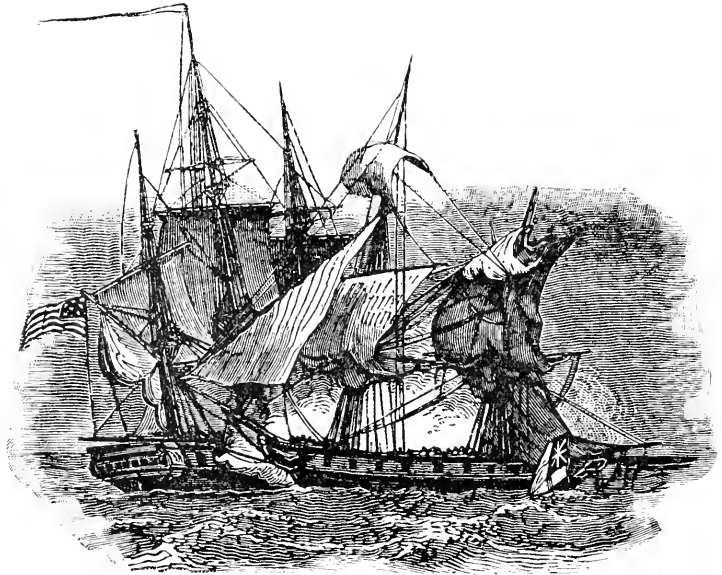
Both brigs kept up a furious cannonade for fifteen minutes, the *Penguin* gradually drifting nearer the *Hornet* whose repeated broadsides were doing effective work. Finding it impossible to stand to under the



Hornet and Penguin.

From an old wood-cut engraved in 1831.

Hornet's fire, the *Penguin* put helm up and ran down on the starboard broadside of the *Hornet* to lay her aboard. The bowsprit of the *Penguin* came over the deck of the *Hornet* between the main and mizzen rigging, where the British captain had directed his first lieutenant to lead a boarding party to the deck of the *Hornet*.



Surrender of the Penguin.

Captain Biddle at once called away boarders to repel boarders. His party was impatient to go into the deck of the enemy, but the commander wishing to take advantage of his position to rake the *Penguin* with a broadside, restrained the impetuous boarding party and fired a single broadside, when the sea lifted the *Hornet* and she shot ahead carrying away her mizzen rigging davits and spanker boom.

This caused the *Penguin* to swing around and hang on the larboard quarter. Captain Biddle then sent the masters forward to set the foresails, in order to part the two ships, when an English officer on board the *Penguin* cried out that the vessel surrendered. The firing had been kept up with small arms, the position of the two vessels preventing the use of the guns. Captain Biddle ordered all firing to cease and sprung upon the trafrail to inquire if the enemy submitted.

He was within a short distance of the forecastle of the *Penguin*, and two marines on board fired at him with their muskets, a ball from one inflicting a skin wound on his neck. The two marines were promptly killed by a discharge of musketry from the deck of the *Hornet*. The two vessels then parted, the *Penguin* leaving her bowspit and formast on the *Hornet's* deck.

As the *Hornet* rounded to and was ready to pour another broadside into the *Penguin* a score of men appeared on the deck and forecastle of the vessel,

holding up their hands and shouting that they had struck.

The *Penguin* lost fourteen killed, including her commander, Captain Dickerson, and the boatswain, and twenty-eight wounded, including a lieutenant, two midshipmen and the purser. The *Hornet* had one man killed, and ten wounded.

Among the wounded besides Captain Biddle, was Lieutenant David Conner, whose life was considered in great danger for some time, and who for his bravery on this occasion was presented by Congress with a medal and by the state of Pennsylvania with a sword.

The *Penguin* was so badly damaged that after getting out her stores and provisions, and removing her wounded she was scuttled on the morning of the 25th of March, 1815. The *Hornet* had received no considerable damage, and soon made sail for the island when the strange sail that had hastened his action proved to be the *Peacock* and the *Tom Bowline* in company. The latter was converted into a cartel and sent into San Salvador with the prisoners. Captain Biddle was informed by the *Macedonian*, which brig had sailed with the frigate *President*, that the latter had probably been captured, and Captain Warrington determined to proceed on the original cruise with the remaining vessels. Commodore Decatur had instructed them to remain at the island until April 13, 1815, and at the expiration of that time, they made their way toward the Indian seas.



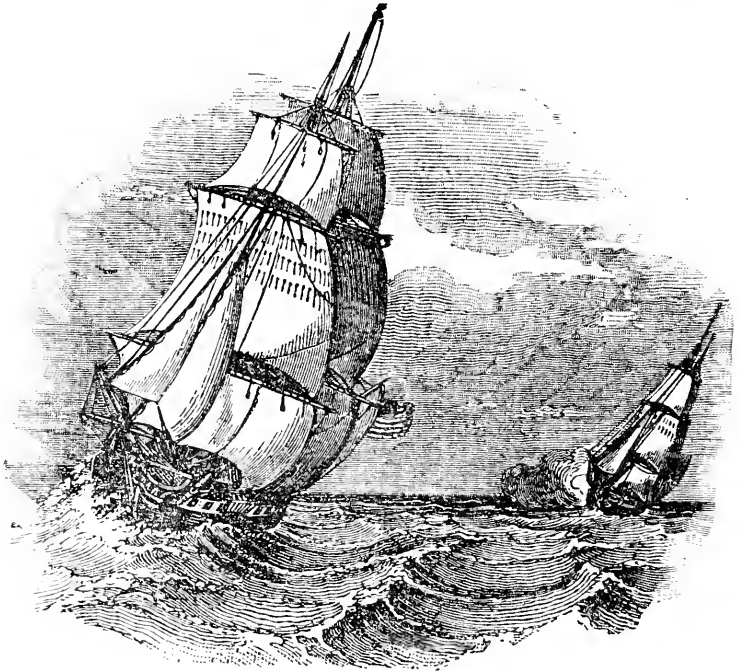
On the morning of the 27th of April, the *Peacock* made the signal of a stranger to the southward and eastward, and at once both sloops made sail in chase. The next morning the chase was in full sight.

The *Peacock* was in advance, being the faster sailer, and Captain Warrington signalled that the vessel was a man-of-war, and an enemy. The *Hornet* at once hauled close upon the wind, and the *Peacock* passed ahead and soon got clear of the stranger. Captain Biddle, finding the English ship to be a very fast sailer, realized his danger, and began to lighten his brig, which was crowded with stores taken from the *Penguin*. Twelve tons of kentledge, a quantity of shot, and the heavier spars were thrown overboard.

At daylight on the 29th, the Englishman was on the lee quarter of the *Hornet* and within gun-shot. At 7 a.m. she hoisted the English colors, showed a rear-admiral's flag and fired a broadside, the shot passing over the *Hornet*. Captain Biddle then ordered the launch to be cut up, and the remaining anchors, chains, shot, and all heavy articles, including six of the guns, to be thrown overboard.

By 9 a.m. the enemy fell astern, the concussion from his guns having deadened the wind, and to gain on the now flying *Hornet*, the guns were not fired. This enabled the enemy to close, and at 11 a.m. the *Hornet* threw overboard her remaining guns, the boats and all remaining shot and spars, besides cutting away her topgallant fore-castle. By noon the enemy got

within a mile and opened fire. A fortunate turn of the wind filled the *Hornet's* sails, and with so light a ship she fairly leaped over the white-caps, so that at sunset the enemy was a league astern. Captain



Escape of the *Hornet* from a British Seventy-four.

From an old wood-cut.

Biddle made his way into San Salvador to obtain relief for the wounded, and then learned that peace had been declared.

He then upon sailed for New York and reached that port July 20, 1815, where he learned that he had

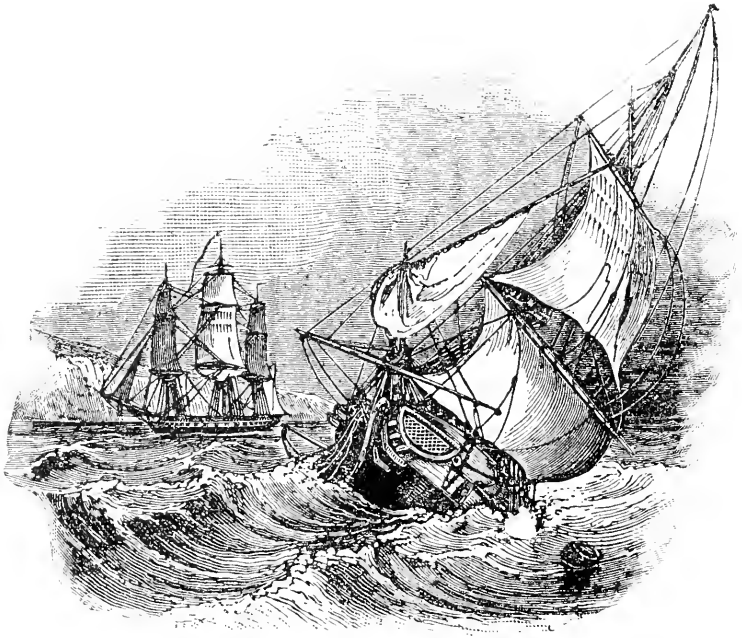
been promoted to the rank of post-captain, while at sea. The citizens of New York gave him a state dinner, his native city a service of plate, and Congress a gold medal.

He asked for a court of inquiry to examine into his action in sacrificing his armament and freight, but the safe return of the *Hornet* served to acquit him of all blame, and the court commended the skill that had saved the brig from capture.

He was continued in the service, and in 1817, while in command of the Pacific squadron, formally took possession of Oregon in the name of the United States. In 1826 he represented his government in the negotiation of a treaty of commerce with the Ottoman Empire.

He was made governor of the naval asylum at Philadelphia, serving during the years 1838–1842, and it was at his suggestion that James K. Paulding, secretary of the navy, sent all unemployed midshipmen to the naval asylum for instruction. This school became the foundation of the United States naval academy, afterward removed to Annapolis, Md.

In 1845, while flag-officer of the East India squadron, he negotiated the first treaty ever made between the United States and China, and afterward landed in Japan, the first American naval officer to visit that empire. During the Mexican war he was in command on the California coast, and on October 1, 1848, shortly after his return, he died in his native city.



XXVII.

WILLIAM BURROWS.

“ * * * * And the president is also requested to communicate to the nearest male relation of Lieutenant Burrows the deep regret which Congress feels for the loss of that valuable officer, who died in the arms of victory, nobly contending for his country's rights and fame.” — *Joint Resolution of Congress, December, 1813.*

The hero-martyr of the engagement between the *Enterprise* and the *Baver* was born in Kensington, Pa., October 6, 1785. He was the son of Lieutenant-Colonel Burrows of the United States marine service, and was brought up in affluence, receiving a classical education.

He was warranted a midshipman in the United States Navy in 1799, and was assigned to the *Portsmouth*, 24 guns, Captain McNiell. That vessel captured two French privateers, the *Tripon* and the *Ami*, and in 1803, when the *Portsmouth* went out of commission, he was transferred to the *Constitution*, Commodore Preble, as acting-lieutenant, and he served in that capacity through the Tripolitan War.

He returned to the United States in 1807, was commander of gun-boat No. 119 in the Delaware flotilla, and engaged in enforcing the embargo law. In 1809 he was transferred to the *President*, Captain Bainbridge, and thence to the *Hornet*, Captain Hunt,

as first lieutenant, and his skill and intrepidity is said to have saved the ship in a gale.

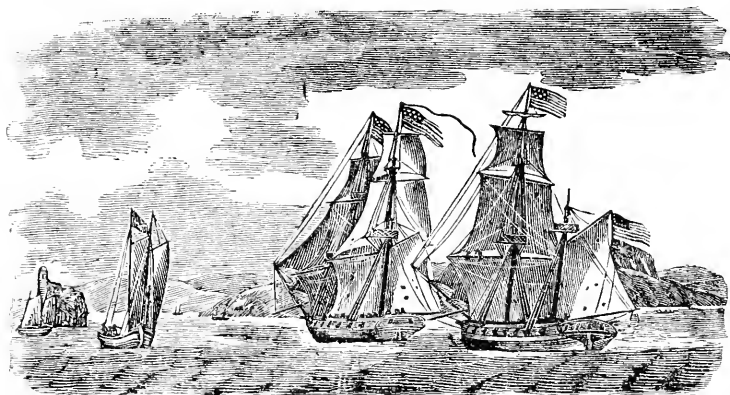
Finding himself outranked by his former subordinates, he resigned his commission, but Secretary Hamilton would not receive it, and gave him leave of absence for one year, during which time he made a voyage on the *Thomas Penrose*, Captain Ansley, from Philadelphia to Canton in the merchant service. On his return voyage the ship was captured by the British and carried into Barbadoes. On being paroled he returned home, and when exchanged he was assigned to the sloop-of-war *Enterprise*, 16 guns, as commander.

He left Portsmouth, N. H., September 5, 1813, and the next day fell in with the British brig *Boxer*, Captain Blythe, with an armament of fourteen 18-pound carronades and two long 9-pounders.

The *Boxer* fired a single gun as a challenge, hoisted the English colors and bore down upon the *Enterprise*. Lieutenant Burrows gained sufficient time by tacking to prepare his vessel for action, to try the sailing of the two vessels and to ascertain the force of his antagonist. He then shortened sail, hoisted three ensigns and fired three shots in answer to the challenge.

The *Boxer* bore within half pistol-shot of the *Enterprise*, and her crew giving three cheers, she fired her starboard broadside. She was answered by three cheers from the American crew and a larboard broadside from the *Enterprise*, which having the

advantage of the wind ranged ahead of the *Boxer*, rounded to on the larboard tack and began a raking broadside. This brought down the main topsail and topsail-yards of the *Boxer*, when the *Enterprise*, taking position on the starboard bow of the enemy, opened a raking fire which compelled a cry for quarter. When requested to haul down their flag they



Enterprise Towing the Boxer into Portland, Maine, after the Battle.

From an old wood-cut engraved in 1831.

replied that their colors were nailed to the mast and could not be hauled down.

The action had lasted forty-five minutes. The *Boxer* was badly injured in sails, rigging, spars and hull, while the *Enterprise* had one 18-pound shot in her hull, one in her main mast and one in her foremast, and her sails and hull were riddled with grape shot.

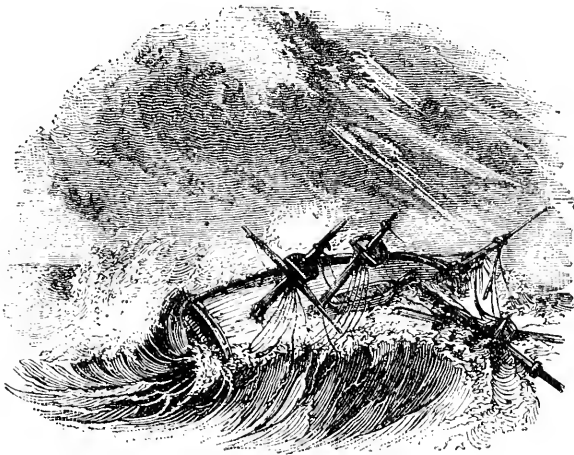
Lieutenant McCall reported the loss on the *Enterprise* to be four killed and ten wounded, while he estimated the loss on the *Boxer* to be twenty to twenty-five killed and fourteen wounded. Captain Blythe of the *Boxer* was killed early in the action by a cannon ball. He had served as one of the pallbearers at the funeral of Captain Lawrence.

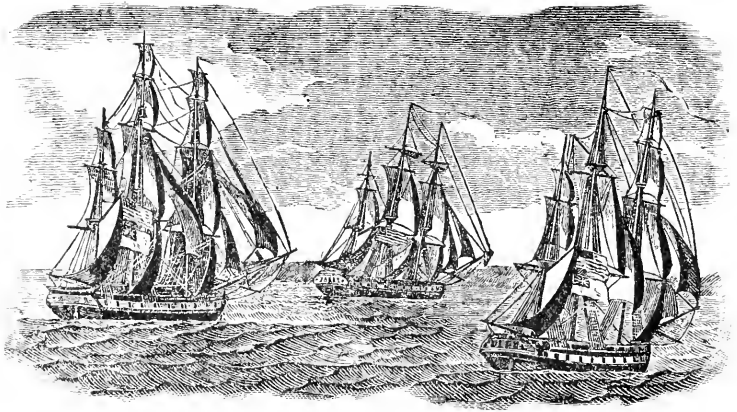
Lieutenant Burrows was mortally wounded at the first fire, by a musket ball, but refused to be carried below, and he watched the progress of the fight from the quarter-deck until he fainted from loss of blood. With his life fast ebbing away he begged that the flag might never be struck and when the sword of the gallant Captain Blythe was presented to him he clasped his hands together and exclaimed, "I am satisfied—I die contented." He was then carried below and died soon after. Captain Blythe and Lieutenant Burrows were buried in adjoining graves at Portland, Maine, near the scene of the sanguinary encounter.

Congress, in recognition of the gallantry of Lieutenant Burrows passed the following joint resolution :

"Resolved, by the senate and house of representatives of the United States of America, in Congress assembled: That the President of the United States be requested to present to the nearest male relative of the late Lieutenant William Burrows and to Lieutenant Edwin R. McCall of the brig *Enterprise*, a gold medal with suitable emblems and devices; and a silver

medal with like emblems and devices to each of the commissioned officers of the aforesaid vessel in testimony of the high sense entertained by Congress, of the gallantry and good conduct of the officers and crew, in the conflict with the British sloop *Borer*, on the fourth of September, in the year one thousand eight hundred and thirteen. And the president is also requested to communicate to the nearest relative of Lieutenant Burrows, the deep regret which Congress feels for the loss of that valuable officer, who died in the arms of victory, nobly contending for his country's rights and fame."





XXVIII.

JOHN CUSHING AYLWIN.

“ He was an officer of great merit, much esteemed by all who had the pleasure of his acquaintance. He had seen much of the world, and improved his opportunities of observation ; possessed a strong mind, with great benevolence of disposition. In his death our country has suffered a great loss, his friends a painful deprivation.—*Tribute of Commodore Bainbridge.*”

Lieutenant Aylwin was born in Quebec, where his father, William Alywin, a merchant of Boston, and his mother a sister of William Cushing, justice of the Supreme Court of the United States, had removed at the time of the seige of Boston. The son received a good rudimentary education, and was rated on board a frigate in the British service under Captian Coffin.

The custom of impressment as pursued by the British navy, determined him to give up his appointment, and renounce the service that had so outraged his feelings, as he had witnessed innocent and helpless seamen serving on British vessels in a condition of abject slavery.

He entered on board a vessel employed in the London trade, with the promise of six month's tuition at a naval academy. This part of the stipulation his master did not carry out, and he sailed between London and the West Indies. He was made mate of

the ship when fifteen years old, and after he had made but two voyages.

He offended the captain, who planned to punish him by contriving to have him kidnapped by a press gang and he was put on board a gun-brig, where he was persecuted in every way, so as to force him to enter voluntarily into the British service.

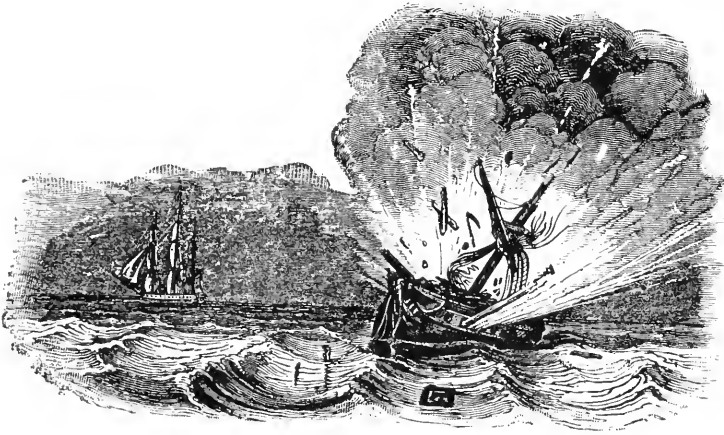
After an ordeal of six years his health gave out, and his persecutors, finding him of little service, allowed him his freedom. He then returned to America and to his family in Boston. His training had made him a good sailor and proficient in naval warfare. In Boston he entered the merchant service and was master of a vessel for several years.

When the war of 1812 broke out, he was appointed sailing-master of the frigate *Constitution*, Captain Hull. His skill in the sixty-hour chase of the *Constitution* by the British fleet, established his reputation, and he was still sailing-master when the ship captured the *Guerriere*. In this action he was wounded, and was shortly afterward made lieutenant, sailing as such under Captain Bainbridge.

In the action of the *Constitution* with the *Java*, the capture of the *Java* was purchased with the life of Aylwin. Commodore Bainbridge describes the scene and the hero's death as follows: "In the action with the *Guerriere*, he stood on an elevated position by the side of his brave comrades Morris and Bush, at the

time the two vessels came in contact, and was wounded in the left shoulder by a musket ball.

“In the action he commanded the fore-castle division, and his training and marked coolness throughout the contest gained him the admiration of his commander and of all who had an opportunity of witnessing him.



Constitution and Java.

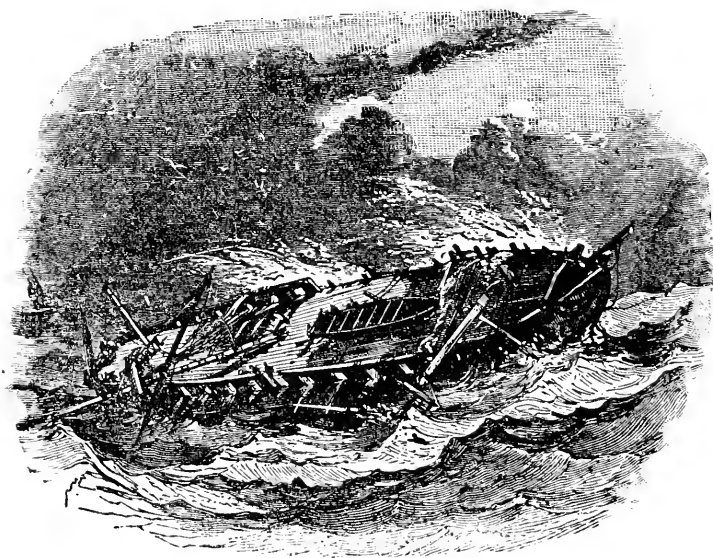
From an old wood-cut engraved in 1831.

“When boarders were called to repel boarders, he mounted the quarter-deck hammock cloths, and in the act of firing his pistols at the enemy received a ball through the same shoulder. Notwithstanding the serious nature of his wound he remained at his post until the enemy had struck, and even then did not make known his situation until all the wounded had been dressed.

“His zeal and courage did not forsake him in his last moments; for a few days after the action, although laboring under considerable debility, and the most excruciating pain, he repaired to quarters when an engagement was expected with a ship which afterward proved to be the *Hornet*. He bore his pain with great and unusual fortitude and expired without a groan.”

“A dauntless soul erect, who smiled on death.”

He died on board the United States frigate *Constitution* at sea, January 28, 1812.



XXIX

THE NAVY ON THE LAKES.

On September 10, 1813, there appeared upon the peaceful waters of Lake Erie, just off Put-in-Bay, a fleet of war vessels which had sprung into existence as if by magic. Its genesis was an event in the history of the New World as startling as it was unique. Six months before, the timbers used in building the ships comprising the fleet had been growing trees shading the borders of the lake. The iron that held together and braced these timbers, making up the stout keels and sturdy sides of veritable men-of-war, was either in the mines unsmelted or in the possession of pioneer farmers and artisans, in the shape of ploughshares, horse-shoes and axes. The shipwrights who had fashioned the crafts had come through the wilderness all the way from Philadelphia, while the guns, ammunition, riggings and furnishings that contributed to the completion of well-equipped war-ships had been brought in wagons hundreds of miles through primitive forests over almost impassable roads. The hauling had been done chiefly by teams of oxen, which were best suited to the rough way over which the heavy

loads were transported, from Albany, Buffalo, Sag Harbor and even from New York. The Blue-Jackets who made up the fighting force of the Aladdin-like armada were Pennsylvania soldiers, landsmen, who possibly had never before trod the deck of a ship, much less handled heavy guns between decks or wielded cutlasses and boarding-pikes in desperate hand-to-hand conflict on the rails of opposing ships tossed by the waves and illuminated by the flashes from answering broadsides. The change had been wrought in the few months that the ships themselves were being fashioned, and the master minds who planned, forwarded, and consummated this modern miracle had been trained in the severe school of the American navy, and were pupils of the ablest of naval school-masters—the brave and invincible Preble. Captains Jesse Duncan Elliott and Oliver Hazard Perry were the builders of the fleet, the trainers of the men, and the inspiration of the whole undertaking.

Before their appearance on the scene of action the English held undisputed possession of the lake, and their army had invaded the territory of the United States bordering thereon. Aided by the Indian tribes hostile to the pioneer settlers, serious damage was being done by the invading army and their crafty allies. General William Henry Harrison, commanding the United States army of the West, found himself powerless to oppose successfully these inroads as long as the English war-ships remained on the lake.

XXX.

OLIVER HAZARD PERRY.

“We have met the enemy and they are ours; two ships, two brigs, one schooner and one sloop.”— *Captain Perry to General Harrison.*

Oliver Hazard Perry, the hero of Lake Erie, was born at South Kingston, R. I., August 21, 1785, the eldest son of Christopher Raymond and Sarah (Alexander) Perry. With his four brothers he was trained in the active service of the United States Navy, to which service his father also belonged. Oliver entered as midshipman when only twelve years of age, and passed the various grades, serving in the Tripolitan War under Preble, and as lieutenant, commanded the *Nautilus* in the Mediterranean in 1804.

During the embargo that led to the War of 1812 he served as commander of a fleet of seventeen gun-boats off Newport Harbor. In 1810 he joined the *Revenge* at New London, and was master of that vessel when she was stranded on the rocks off Watch Hill, in 1811. On the outbreak of hostilities with Great Britain in 1812, he resumed command of the gun-boats off Newport. Soon tiring of this inactive life, he asked to be transferred to Sackett's Harbor, N. Y., where Commodore Isaac Chauncey was building and equipping a fleet to operate against the British, who

This was to be the watchword and battle-cry of the coming combat. The flag-ship was the *Lawrence*, and against the heavens were displayed the dying words of the gallant naval hero whose name she bore. The *Lawrence* was followed by the *Niagara*, also of 20 guns, under command of Captain Elliott, and next came the brig *Caledonia*, 3 guns, Lieutenant Turner.

The *Ariel*, 4 guns, Packet, master, and the *Scorpion*, 2 guns, Champlin, master, supported the *Lawrence*. These vessels, with the *Somers*, 2 guns and 2 swivels, Alney, master; the *Tigress*, 1 gun, Conklin, master; the *Porcupine*, 1 gun, Lent, master; the *Trippe*, 1 gun, Smith, master, and the *Ohio*, 1 gun, Dobbin, master, made up the American fleet.

The Englishmen met this armada, opposing the *Lawrence* with the *Detroit*, 19 guns and 2 howitzers. The *Niagara* paired with the *Queen Charlotte*, 17 guns and 1 howitzer, leaving the *Caledonia* with her 3 guns to oppose the *Hunter*, 10 guns, while the *Lady Provoost*, 13 guns and 1 howitzer; the *Little Belt*, 3 guns, and the *Chippewa*, 1 gun, had but single and 2-gun schooners as opponents. The respective armaments were, American, 55 guns; British, 63 guns and 4 howitzers — the British guns being mostly long range.

The sun had almost reached the meridian when the stillness of the scene was broken by the discharge of a single gun from the British flagship, followed by



PERRY TRANSFERRING FLAG FROM THE "LAWRENCE" TO THE "NIAGARA."

a second, which sent a ball crashing through both bulwarks of the *Lawrence*.

Captain Perry replied, but his shot fell short, and while he was receiving a storm of iron hail from the entire British fleet, which was playing havoc with his masts, riggings and bulwarks, he had to navigate his ship as best he could to lessen the distance between them. He gave orders for the entire fleet to close with the enemy; but the *Niagara* was unable to respond, owing to the lightness of the wind, and she soon floated out of range. The smaller vessels were of little use, and Perry saw that his ship would soon be cut to pieces, as the entire fire from the British fleet was directed against the *Lawrence*.

For two hours she maintained her position in the unequal contest. She was losing by each discharge from the enemy — now a spar, now a mast, next a shot cut the rigging, or a sail was rendered useless. As a mast went by the board, another shot dismounted a gun and killed a gunner. This was repeated with each successive broadside until the surgeons could not give attention to all the wounded, and many a poor fellow had the pain caused by the amputation of a limb, stopped by a cannon-ball, that hunted out its victim even in the quarters for the disabled, and forever ended his suffering.

Lieutenant Yarnall continued to fight his guns with recruits from Commodore Perry, as man by man fell before the terrible rain of round shot and grape.

He was himself wounded in the forehead and neck, and found no time to wipe the blood as it streamed down his face and breast. Dulaney Forrest, the brave second lieutenant, as he stood by his commodore to take fresh orders, was struck down to the deck by a spent grape-shot.

Marine Officer Brooks, a brilliant lieutenant just verging into manhood, received cheering encouragement from the commodore, and the next moment a ball sent him against the opposite bulwark, and in his agony he implored his companion to shoot him and thus put an end to his misery. A gun captain, just as he was being cautioned for needless exposure of his person to the shot of the enemy, applied the match to his gun, and at the same moment a cannon-ball passed through his body, and he fell without a groan at the feet of Commodore Perry.

When all the guns but one were disabled, the commodore, assisted by Chaplain Breeze, Hambleton the purser, and two unwounded seamen continued to work it until a shot killed the purser and dismounted the gun. The commodore, his brave boy brother, the chaplain, and a half dozen men were left on deck with no gun to man, no sails to manage. Should he strike his flag the entire fleet would surrender, and the *Lawrence* was the only one of the vessels that was harmed.

Here the hero was born of the undaunted commander, as Perry determined to snatch victory from the very jaws of defeat or die in the attempt.

Ordering the boat lowered, he, with his young brother, and carrying the commodore's flag on his arm, was rowed under the enemy's fire to the *Niagara*. The shot from the British fleet broke the oars of the rowers and the spray from the disturbed waters dashed into their faces.

Not a shot touched the "Hero of Lake Erie" as he stood upright in the stern of that open boat and defiantly displayed his flag, bearing the motto of the navy, which was the watchword of the contest now hanging on the result of this desperate movement.

He gained the protecting shelter of the *Niagara*, and hoisting his broad pennant assumed command. Captain Elliott volunteered to bring up the schooners to his support, and forming a new line of battle at close quarters, he directed all sails set, to carry the fleet towards the enemy's line. The onset was irresistible, and as the British commodore saw the fresh ships bearing down, driven by a favorable breeze, he undertook to wear his flag-ship and the *Queen Charlotte* so as to bring them in position to meet the Yankees with broadsides. In this manœuver the two ships fell foul, and the *Niagara* at the same moment dashed through the enemy's line, discharging both broadsides as she passed the gap. The *Caledonia*, *Scorpion* and *Trippe* broke the line at other points, and soon brought the enemy between two deadly fires. Meanwhile the *Lawrence* had struck her colors; but the rapid movements of the remainder of the fleet had

prevented the British commander from taking possession, and seeing the advantage gained by Perry, Lieutenant Yarnell, although himself desperately wounded, restored the Stars and Stripes to its place, and with the aid of the eight men on board capable of duty, kept her afloat, and succeeded in bringing her into port at Erie, where she was found so badly damaged as to be unfitted for further service, and she was dismantled.

The second encounter with the British fleet did not last seven minutes, when the flag of the *Detroit* was lowered, and four of the six vessels surrendered to the Americans. The two smaller crafts that undertook to escape were brought back by the *Scorpion* and *Trippe*, and after securing the prisoners, manning the prizes, and directing the fleet to a harbor, Commodore Perry dispatched a letter to General Harrison in these words :

DEAR GENERAL: We have met the enemy, and they are ours!—
two ships, two brigs, one schooner, and one sloop.

Yours with great respect and esteem,

O. H. PERRY.

On the same day he wrote to the Secretary of the Navy as follows:

SIR: It has pleased the Almighty to give to the arms of the United States a signal victory over their enemies on this lake. The British squadron, consisting of two ships, two brigs, one schooner, and one sloop, have this moment surrendered to the force under my command after a sharp conflict. I have the honor to be, sir, very respectfully,

Your obedient servant,

O. H. PERRY.

Hon. William Jones, Secretary of the Navy.

The victory caused great rejoicings throughout the country, and the principal towns were illuminated in honor of the event. The loss to the British was over one hundred and sixty men, killed and wounded, while Perry lost twenty-seven killed and ninety-six wounded. The ships next carried General Harrison's army across the lake in an invasion of Canada, and there, at the battle of the Thames, the British troops were almost entirely annihilated, and the great Indian chief, Tecumseh, the relentless enemy of the United States, was killed. Thus compelled, the British abandoned the Northwest, and the battle of Lake Erie was the beginning of the end of our second war with Great Britain.

For this exploit Perry was made a captain in the navy and was presented with the thanks of Congress, a sword, and a gold medal. He followed up this victory by coöperating with the army of General Harrison in its invasion of Canada. In 1815 he was appointed to the command of the *Java*, and was with the squadron under Decatur in his operations against Algiers. In 1819 he commanded the naval station in the West Indies, and during the service fell a victim to yellow fever. He died August 23, 1820, and his body was carried to his native town on a man-of-war, where he was buried and a granite monument was erected over his grave by his native State. At Newport, R. I., and Cleveland, O., statues were also erected to his memory.



J. Hauncey

XXXI.

ISAAC CHAUNCEY.

“ Had Commodore Chauncey followed Sir James Yeo into Burlington Bay, he would have obtained one of the highest reputations in the American Navy, without as much deserving it as at present.”—*Cooper*.

Commodore Chauncey, who planned the defense of the lakes, and organized and built a fleet that won the battle of Lake Erie, was born at Black Rock, Conn., February 20, 1772. He was the son of Wolcott Chauncey, and a great grandson of Israel Chauncey, who was the youngest son of the Rev. Charles Chauncey, 1592–1674, the emigrant who landed in Plymouth, Mass., from England in 1638 and was president of Harvard College. Isaac's mother was Ann Brown. He was before the mast when twelve years old, and in 1791 was master of a ship. Upon the organization of the United States Navy in 1798, he was commissioned a lieutenant and served under Commodore Morris in the blockade of the ports of the Barbary States, receiving promotion to lieutenant commandant. He commanded the *Chesapeake*, 38 guns, the flag-ship of Commodore Morris, and left the United States for the Mediterranean station in April, 1802. He reached Gibraltar, May 25th, where the *Essex*, Captain Bainbridge, was still blockading

the Tripolitan cruisers. Commodore Morris relieved Captain Bainbridge and the *Essex* sailed home.

The *Enterprise* was obliged to stay in the straits to repair her mast, which had sprung, and then sailed for a cruise, being relieved of blockading duty by the *John Adams*, in July. The flagship was at Leghorn, October 12th, and was joined by the other vessels of the fleet in the harbor at Malta, in January, 1803. After sailing along the coast of Africa, past the ports of the Barbary States, the fleet anchored at Gibraltar, March 23d, when the *Chesapeake* was ordered to New York, and Acting-captain Chauncey was transferred with Commodore Morris to the *New York*, 36 guns.

While making the passage from Gibraltar to Malta, just as the music had been beating to grog, a heavy explosion was heard in the cockpit of the *New York* and the lower part of the vessel was immediately filled with smoke. Acting-captain Chauncey was passing the drummer when the explosion occurred, and he immediately gave his orders to beat to quarters. The alarm had not been given a minute when the men were all going steadily to their guns and to other stations in obedience to a standing order in the event of a cry of fire, as the readiest way to prevent confusion.

The commodore then appeared and gave the order to hoist out the boats. This order destroyed all discipline. Every man rushed for safety to the jib-boom, bowsprit, spritsail-yard and knights-head. Some leaped

overboard and swam to the nearest vessel. Immediately Captain Chauncey rallied a few followers, and reminding them that they might as well be blown up through one deck as three, led the way below into passages choked with smoke, where the danger seemed imminent. With blankets taken from the purser's store-room and soaked with water, and with buckets of water, they fought the fire, well knowing that a spark blown by their efforts to put out the fire, might explode the magazine and end their efforts and the existence of the ship.

Lieutenant David Porter followed by other officers, came up from the ward-room by means of a stern ladder, and they gave their help to the intrepid commander of the ship. The men were called back from the spars and bow-sprit and soon the flames were extinguished. The ship was saved by the personal heroism and leadership of Captain Chauncey. The explosion had killed fourteen officers and men, and two doors leading to the magazine were forced open by the concussion. When Commodore Morris transferred his flag to the *Adams* and sailed for New York, in obedience to a recall in October, 1803, Commodore Rodgers transferred his flag to the *New York*.

As soon as the difficulties with Morocco were settled the *New York* sailed for the United States with Admiral Rodgers, and after reaching home Acting-captain Chauncey was promoted master-commandant,

his commission bearing date May 23, 1804. He was ordered to fit out the *John Adams* for the Mediterranean with stores for the squadron, and reached the fleet engaged in the attack on Tripoli, August 7, 1804, reporting to the *Constitution*, Commodore Preble.

In order to make room for stores, her guns were dismantled and the carriages freighted in other vessels of the fleet, thus practically transforming her into a freight ship. Captain Chauncey, with seventy of his men, went on board the *Constitution* and acted under orders from the Commodore, and his services were highly commended in the official dispatches of Commodore Preble, whom Captain Chauncey had the honor of carrying to New York in the *John Adams*, arriving there February 26, 1805.

He returned with his ship to the Mediterranean, where he served under Commodore Rodgers and was promoted to the rank of captain, April 24, 1806.

When the troubles with the Barbary States were settled and the navy was reduced, Captain Chauncey was given a furlough, and made a trip to China in an East Indiaman belonging to John Jacob Astor. On his return in 1808, he was commissioned by the department to organize the navy yard at Brooklyn, New York, and he remained in command of the yard till the War of 1812, when he was ordered to the command of the lakes.

He arrived at Sackett's Harbor, N. Y., October 6, 1812. His command extended to all the lakes except

Champlain. He had already dispatched forty ship-carpenters from New York and more were to follow, and on September 18th, one hundred seaman and officers left New York with guns, shot and stores for Sackett's Harbor. Before commencing the building of new ships, Commodore Chauncey ordered to be purchased of the sloops and schooners used in the merchant service, a sufficient number to give him the command of Lake Ontario, and they were named, armed, manned and duly commissioned. On these small crafts ranging in size from thirty to one hundred tons, the principal armaments were long guns mounted on circles with a few light guns to repel boarders.

The keel of the first ship to mount twenty-four 32-pounder carronades was laid down in September, 1812, before Commodore Chauncey reached his station. The largest vessel afloat and fitted for action was the *Oneida*, 16 guns, and the remaining boats of the flotilla, six in number, averaged four guns each.

Commodore Chauncey first appeared on the lake November 8, 1812, with his broad pennant flying from the *Oneida*, Lieutenant-commandant Woolsey, and having in company the *Conquest*, Lieutenant J. D. Elliott, *Hamilton*, Lieutenant McPherson, *Governor Tompkins*, Lieutenant Brown, *Pert*, Mr. Arrendel, *Fulia*, Mr. Trant and *Growler*, Mr. Mix. As the flotilla was off the False Ducks, a group of small islands in the track of vessels keeping to the north shore, a ship was made in shore, and proved to be the *Royal*

George, 22 guns, the largest vessel on the inland waters of America. Commodore Chauncey gave the ship chase and ran her into the Bay of Quinté.

The next morning she re-appeared and was chased into Kingston harbor, under the protecting guns of the shore battery. Commodore Chauncey then called his vessels to their stations and stood toward the mouth of the harbor, the *Conquest*, Lieutenant Elliott, leading and the *Oncida* bringing up the rear, that the heavy guns of the schooners might clear the way for the closer attack by the brig. The *Conquest* did not open fire until she had drawn the fire of the land batteries for fully seven minutes, and in three minutes after the *Conquest* opened fire, the other three schooners joined in the cannonade. The *Oncida* did not open her fire on the *Royal George* till twenty minutes later, although under fire for some time.

Her broadsides threw the enemy into confusion, and in twenty minutes from the time the *Oncida* fired her first gun, the *Royal George* cut her cables, ran into the harbor and made fast a wharf: where she was under the protection of the troops on the dock.

The detained schooners, *Governor Tompkins* and *Hamilton*, now came up the harbor, and the entire flotilla engaged the *Royal George*, the five land batteries and the troops with movable guns, until darkness warned the pilots of the danger of lying so close, with the wind blowing strongly in shore. The fleet anchored two miles off shore, intending to renew the

attack in the morning. The *Oncida* had one man killed and three wounded, and the loss in the schooners was slight in wounded. Mr. Arrendel of the *Pert*, wounded by the explosion of a gun on board, was knocked overboard and drowned while the schooner was beating for an anchorage.

A gale prevented the contemplated attack the next morning, and the flotilla turned into the open lake for safety. The gale increasing, the pilots refused to remain longer, and Commodore Chauncey was compelled to return to Sackett's Harbor, bringing his entire fleet and two prizes. The same day the *Oncida* went in search of the *Earl of Maria*, reported off the Ducks, and Commodore Chauncey passed in sight of the *Royal George*, but could not draw her out of the protection of the land batteries, although she had the support of the *Prince Regent*, 16 guns, and the *Duke of Gloucester* in company.

Commodore Chauncey then went off Oswego to convey some stores expected by water, and encountered a severe snow storm, which so encased the ship in ice as to prevent the working of the sails, and the brig barely escaped shipwreck. Winter soon set in, and the operations on the lake were suspended.

On November 26th, the *Madison* was launched. She was pierced for 24 guns, 32-pound carronades, which would make her superior in metal to the *Royal George*. Nine weeks before she slid in the water, her timbers were growing in the forest. Her builder was

Henry Eckford of New York. The British followed by laying the keel of a ship still larger than the *Madison*, and more shipbuilders were ordered from New York to work on another ship at the Sackett's Harbor yard. Captain Sir James Lucas Yeo had assumed command of the American lakes, and when Commodore Chauncey in March, 1813, proposed to the government an attack on York (Toronto) instead of Kingston, as first contemplated, his advice was followed. With the *Madison* as flagship Commodore Chauncey, after many vexatious delays on account of stormy weather, which caused great suffering among the 1700 troops crowded on board the fleet, set sail April 22, 1813, and anchored off York on the 25th, without loss. The troops were landed under protection of the guns of the fleet, and the place was speedily assaulted, and captured. The *Duke of Gloucester* fell into the hands of the Americans, a ship on the stocks was burned, and large quantities of military and naval stores were destroyed.

The army was then transported to Fort George, which stronghold was invested by the army supported by the fleet, and the garrison evacuated the fort and retreated toward Queenstown, May 27, 1813.

During the entire summer Commodore Chauncey could bring on no general engagement with Sir James Yeo's fleet, and the rival fleets played a skilful game of hide-and-seek between Sackett's Harbor and Niagara, with a few minor engagements between schooners

caught to disadvantage. On September 26th Commodore Chauncey learned that Sir James Yeo was at York with all his squadron. At 8 a. m. on the 27th, the *Pike*, the *Madison* and the *Sylph* each took a schooner in tow and made sail for the North shore.

The enemy edged out into the lake to get sea room and Commodore Chauncey formed his line and steered directly for the centre of the line of the enemy. The *Pike* received the combined fire of the *Wolfe* and the *Royal George* for several minutes without returning it, but when near enough opened in her turn. She was supported by the schooner she had in tow and by the *Governor Tompkins*, the remainder of the American fleet not coming up.

The *Wolfe*, flagship, was badly cut up, losing her main and mizzen topmasts, and as she was sorely pressed by the *Pike*, the *Royal George* luffed up across her stern, to cover the English commodore who was off to leeward, passing through his own line to effect an escape. This was a judicious movement of Sir James Yeo and his squadron, for the *Madison* and the *Oneida* had just come up, prepared to open fire with their carronades, and but for this lucky escape the entire fleet would have been sacrificed.

The English squadron bore up for a few minutes before 1 p. m., and Commodore Chauncey signalled for a general chase. The *Royal George* kept athwart the stern of the *Wolfe*, and this protected the English commodore in his crippled ship. The Americans

brought their circle guns to bear on the fleeing enemy, and after keeping up the chase for two hours, running nearly up to the head of the lake, at Burlington Bay, where the enemy had a large land force, and as the prospect of overtaking the British fleet before they reached the cover of the guns on shore was slight, Commodore Chauncey decided to haul off and stand in for Niagara, where he could intercept the retreat of the enemy, who were now effectually bottled up and could be attacked at any time, even when at anchor, if the weather was favorable.

The long chase and hot fire had greatly crippled the *Pike* as well as the other vessels, and the commodore thought it the wiser policy to withdraw, as he could do so with honor, having the enemy beaten and in retreat. This decision caused much severe criticism and naval experts are still at variance as to the wisdom of the movement. In the manœuvering of the next few days the English ships succeeded in evading the American fleet under cover of the fog and by skilful navigating. The *Pike* captured several valuable prizes and over two hundred and fifty prisoners including many general officers, and the remainder of the season was used by Commodore Chauncey in blockading the enemy in Kingston, the war department not allowing him the military force necessary to carry out his scheme. The fleet suffered greatly from heavy gales just as winter set in and operations were suspended.

In 1816 he was assigned to the command of the Mediterranean squadron, and he conveyed to Naples William Pinckney, United States minister to Russia. In June, 1816, he relieved Commodore Shaw, senior officer of the Mediterranean station. He was commissioned with Mr. Shaler to open negotiations with the Dey of Algiers who had violated the treaty made with Decatur in 1815. The duty was successfully accomplished, and in 1818 Commodore Chauncey returned to New York and was made commandant of the Brooklyn Navy Yard. In 1821 he was made a naval commissioner at Washington, and from 1824 to 1833 was commandant of the navy yard, Brooklyn, N. Y. In June, 1833, he returned to Washington as president of the board of naval commissioners.

He was married to Catharine, daughter of John and Catharine Sickles of New York, and their son, John Sickles Chauncey, served in the United States Navy, 1812-69, and was retired as captain.

Commodore Chauncey died in Washington, D. C., January 27, 1840.



J. D. Elliott

XXXII.

JESSE DUNCAN ELLIOTT.

Captain Elliott co-operated with Perry in conducting the naval battle on Lake Erie and received from him the credit that historians have failed to report.

Jesse Duncan Elliott, who shared with Perry the honors for the naval victory on Lake Erie, was born in Maryland, July 14, 1780. His father, a Revolutionary patriot, was killed by the Indians toward the close of the War for independence. The orphaned boy had few advantages for acquiring an education until he had reached his twentieth year, when he was entered at a school at Carlisle, Pa.

In 1804 he was given a warrant as midshipman on the frigate *Essar*, and saw his first service in the Mediterranean squadron under Preble. In 1807 he returned to the United States and was appointed lieutenant on the frigate *Chesapeake*.

In 1809 he was transferred to the schooner *Enterprise* as acting lieutenant, and engaged in enforcing the embargo laws. In 1810 he carried important dispatches to the United States minister at the court of St. James, and on his return was ordered to the frigate *John Adams*. He was shortly afterward transferred to the *Argus*.

Upon the declaration of war with Great Britain in 1812 he was sent to his ship, which had been hastily ordered to sea, during his absence at Norfolk, Va., where he had been married to a daughter of William Vaughn, a prominent citizen of that place.

Delay in receiving orders, and effecting the journey, brought him to New York after the ship had sailed, and he joined Commodore Isaac Chauncey at Sackett's Harbor, who directed him to proceed to Presque Isle on Lake Erie and there construct a fleet similar to the one building at Sackett's Harbor.

Upon his arrival he found two British ships, the *Detroit* and *Caledonia*, lying at anchor under the very guns of Fort Erie, and he determined to capture them and use them as the nucleus of his contemplated armada. Speedily mustering a small body of sailors, they embarked in two open boats and captured the two vessels without the loss of a single life. As the wind died out and the tide and current set against him, they could not navigate the ships, and after securing his prisoners, he carried to shore the armament and provisions and abandoned his prizes. For his gallantry in this act Congress voted him a splendid sword and the thanks of his country.

After seeing the building of the ships well under way he joined Commodore Chauncey's fleet and engaged in the capture of York, where the gallant Pike fell mortally wounded by the explosion of the enemy's magazine. In August, 1813, the fleet being ready he

joined Captain Perry with 100 men, and assuming command of the *Niagara*, engaged in the memorable battle of Lake Erie. For his part in this glorious victory Congress voted him a gold medal and the thanks of the nation.

After the battle he succeeded to the command of the fleet on the lake, but finding no enemy to oppose, he was transferred at his own request to the squadron operating in the Mediterranean, where he commanded the sloop *Ontario*. Upon his return he was engaged in the coast service until 1825, when he commanded the *Cyane* in a cruise to the coast of South America. In 1829 he was appointed to the command of the West Indian squadron, and in 1833 to the command of the Charlestown Navy Yard.

He afterward commanded the United States squadron in the Mediterranean, and visited the most interesting ports of the Old World.

Upon his return in 1844 he was made commandant of the navy yard in Philadelphia, and died there December 10, 1845.



W. McDonough

XXXIII.

THOMAS MACDONOUGH.

The work of destroying the British power on the lakes, begun by Commodore Chauncey on Lake Ontario and carried forward by Captain Elliott and Lieutenant-commandant Perry on Lake Erie, was completed by Lieutenant-commandant Macdonough on Lake Champlain.

Following the victory of the navy on Lake Erie, the consequent defeat of the British army in Canada West, determined the British Government to make one supreme effort to reach the commercial metropolis of the New World by way of Lake Champlain and the Hudson River.

Sir George Prevost, as commander of the British forces in Canada, had under him a land and naval force of over 10,000 men, "the flower of Wellington's army and the cream of Nelson's marines." These veteran soldiers and seamen were concentrated at the foot of Lake Champlain awaiting the building of ships to carry them up the lake, which was at the time defended by two small sloops-of-war and the militia gathered from the adjacent counties in New York and Vermont, and these two were the only armed vessels on the lake, and held undisputed possession of the waters. These sloops were soon captured and transformed into warships carrying the British flag.

This left the Americans without the shadow of a navy.

The white-winged sloop *Growler* had on her deck 11 heavy British guns, and had been rechristened the *Chubb*, and her consort, the *Eagle*, with an equally heavy armament, was known as the *Finch*.

While the British were building additions to this small fleet, the Americans were not idle, for Lieutenant-commander Macdonough had been quietly preparing to oppose the threatened invasion.

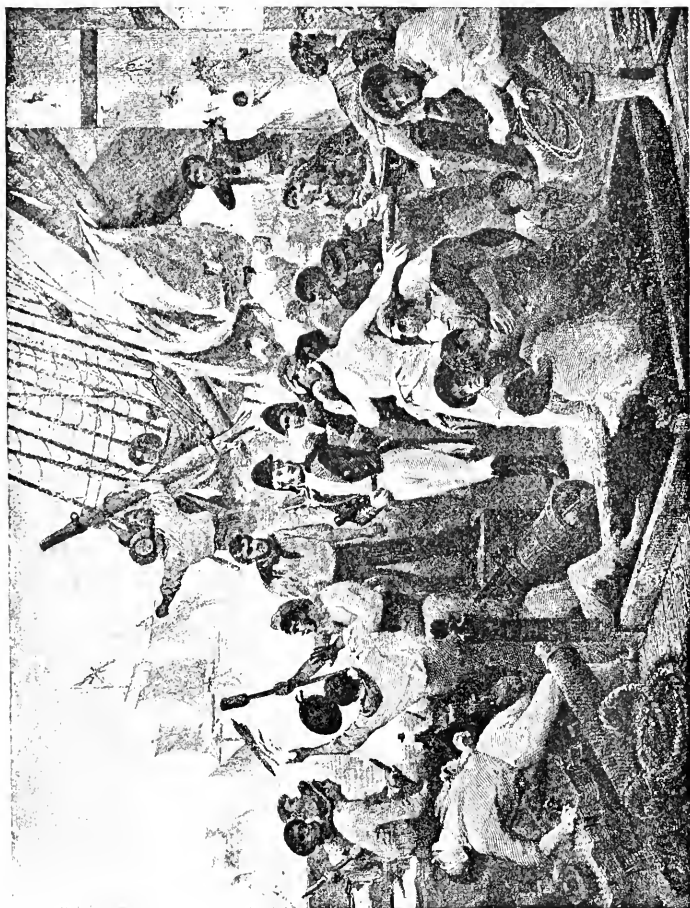
Thomas Macdonough was born in New Castle county, Delaware, December 23, 1780.

He entered the United States Navy as midshipman in 1800, and was attached to the *Philadelphia* in 1803 when that frigate captured the Moorish frigate *Meshoda*, off Cape de Gatte. He was left at Gibraltar with the prize, thus escaping the long imprisonment suffered by the commander and crew of the *Philadelphia* when that vessel was captured by the Tripolitans.

He was on board the *Enterprise* under Decatur in the attack on Tripoli in 1804, and was one of the party that re-captured the *Philadelphia* and burned her on February 16, 1804.

He was promoted lieutenant in 1807, and master commandant in 1813. In August, 1814, he was appointed to the command of the American naval forces at Plattsburg Bay, Lake Champlain.

He had well advanced the ship *Saratoga*, for which he had procured as an armament 8 long 24-pounders and 18 smaller guns. On the stocks about ready to



MACDONOUGH'S VICTORY ON LAKE CHAMPLAIN.

launch was the brig *Eagle*, 20 guns, the schooner *Ticonderoga*, 17 guns, and the sloop *Preble*, 7 guns, besides ten gun-boats carrying 16 guns. The English naval commander, Thomas Downie, had already launched the brig *Linnet*, 16 guns, and thirteen gun-boats carrying 13 guns. On the stocks he had the frigate *Confiance*, built to carry thirty long 24-pounders, besides nine smaller guns.

On Sunday, September 11, 1814, one year and a day after the victory of Perry on Lake Erie, the rival fleets were floating on the lake, taking position for a desperate struggle for supremacy. The American fleet was in the bay before Plattsburg, while the British armada sailed up the lake to oppose it.

In the van was the *Chubb*, followed by the *Confiance*, the flagship of Commodore Downie. He at once opposed the *Saratoga*, bearing Commodore Macdonough's flag.

The *Linnet* brought to opposite the *Eagle*, Captain Robert Henley. The thirteen gun-boats confronted the *Ticonderoga*, Lieutenant Cassin, the *Preble*, and a division of the American gun-boats, while the *Chubb* and *Finch* opposed those remaining. The action lasted without intermission two hours and twenty minutes. The opposing forces were about equally matched in numbers of men and weight of metal.

The battle was opened by the *Eagle* discharging her guns in rapid succession, but the shot fell short. On board the *Saratoga*, as they cleared the deck for

action, a rooster escaped from the hencoop and hid behind a gun. Startled by the boom of the cannon from the *Eagle*, he flew upon the gunslide, and, flapping his wings, ended his performance with a rousing crow, which he repeated three times. The incident was accepted by the Yankee bluejackets as an omen of good luck, and they went into the fight with cheers, sure that success would attend the presence of this mascot.

Commodore Macdonough, standing on the quarter-deck, watched the effect of the shot from the *Eagle* until it reached its mark; he then complacently walked to one of the 24-pounders on the deck of the *Saratoga* and sighted it carefully, so as to send the ball to the bull's eye—the hawes-hole of the *Confiance*. With his own hand he applied the match and sent the first heavy shot crashing through the opening and lengthwise the deck of the British flagship, sweeping the gun-carriages and killing and wounding several men in its passage. Then with its spent force it shattered the wheel, rendering it useless.

The guns on the *Saratoga* then poured their fire into the side of the *Confiance*, piling up the deck with dead and wounded. Great holes pierced her sides, and her bulwarks were badly shattered. Still the brave Downie held his fire, while working his ship nearer the *Saratoga*. Not until he had cast her anchors and secured in seamanlike order all her fastenings did he pass the word for which the gunners

had so long and impatiently waited. This brought from the *Confiance* a broadside from guns double-shotted and accurately directed at the very port-holes of the *Saratoga*.

Its effect was as if an immense ram had suddenly struck her side, and half the men on deck fell, forty being either killed or wounded. For a moment the *Saratoga* made no reply, but quickly recovering from the shock, the Yankee sailors returned the fire, and as officer or gunner fell his place was supplied, and the work of carnage went on. One shot from the *Saratoga* struck the muzzle of a gun on the deck of the *Confiance*, and as it left its carriage the gun struck the brave Downie in the groin, and he was killed without uttering even a groan. This gun, with its battered muzzle, was afterward removed to the Naval Academy at Annapolis, a relic of the battle of Lake Champlain.

As new men took the place of the more experienced gunners killed and wounded, the fire became less and less effective on both sides, and soon most of the guns were either dismantled or rendered useless from careless handling.

Meanwhile the *Preble* was engaging the enemy's gun-boats, and being overpowered, cut her cable and drifted out of range. Lieutenant Cassin, with the *Ticonderoga*, although hard pressed by the British gun-boats, succeeded in defending the rear of the line of battle, and standing on the taffrail amid a

storm of grape and canister, gave his orders to the gunners.

The *Eagle* continued to oppose the *Confiance*; but the *Saratoga* had not a single gun on her exposed side. The *Linnet* had gained a position that enabled her to rake the *Saratoga* from stem to stern. This position necessitated the immediate winding of the ship, so as to bring her port broadside into play. Commodore Macdonough had provided in the planting of his anchors for just such an emergency, and, to the amazement of the enemy, the apparently helpless *Saratoga* began to swing around until her bow pointed to the south, when she opened her reserved broadside battery on the British ship. The *Confiance* undertook the same manœuver, but was caught when half warped; and thus exposed to the *Saratoga's* fire, she was obliged to strike her colors and so end the fight.

The incidents of the battle were pathetic in the extreme. Commodore Macdonough, during the progress of the fight, was struck with a splintered spar as it was shot from its place, and was rendered for a time senseless, but upon recovering continued the order the accident had interrupted. At another time he was hit by what appeared to him to be a spent cannon-ball and driven against the bulwarks, but upon regaining his feet and looking for the cause of the mischief, he found it that was the head of an unfortunate gun captain, who had died at his post of duty.

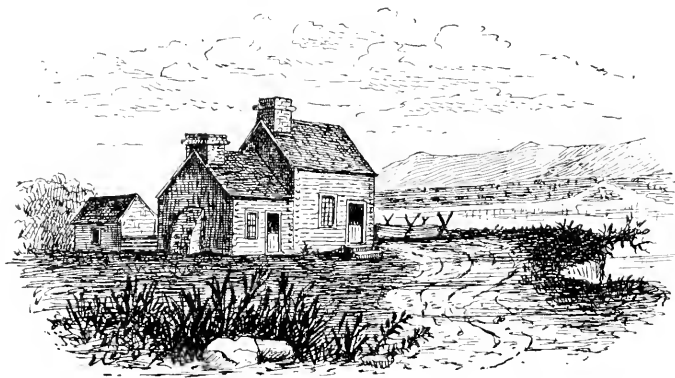
The British lost two hundred officers and men exclusive of prisoners, and 75 guns. The Americans had one hundred and twelve killed and wounded.

On September 13, the interment of the American and English officers who had fallen in the memorable battle of the 11th took place at Plattsburg in a manner to do honor to the bravery with which they defended their respective flags. The bodies of the American officers killed in the action, covered with the Stars and Stripes, under which they had fought, were taken from the American flagship in open boats, followed by the commander and the surviving officers. Arriving alongside the captured British flagship, the bodies of the deceased English officers, covered with the royal ensign, were placed in the boats, and, followed by the surviving officers, now prisoners of war, the sad procession of boats moved slowly toward the shore, amid the firing of minute-guns from the deck of the commodore's ship. On shore, the funeral cortège was met by the infantry and artillery and escorted to the public burial-ground, the fort meanwhile firing minute guns. The rites of Christian burial were pronounced by the chaplain. A volley of musketry and artillery over the new-made graves completed the solemn ceremony. Macdonough's victory had saved New York from invasion, and had turned the fortunes of war in favor of the United States.

For his services in this engagement Macdonough was made captain, and received a gold medal from

Congress and civic honors from various towns and cities. The State of Vermont presented him with an estate located upon Cumberland Head overlooking the scene of the engagement.

He was afterward in command of the Mediterranean squadron, and on November 16, 1825, he died on board a trading ship which had been sent to bring him home.



Macdonough's Farm House.

XXXIV.

DAVID CONNER.

In the operations of the American navy in the Gulf previous to and at the beginning of the war with Mexico, Commodore David Conner was "commander-in-chief in foreign seas," an officer supreme in his station, sharing its command with none, and responsible only to his government. This was true of the commodores of the old navy when not mere commanders of squadrons, and this fact most naval writers seem to ignore. Captains of single ships or commanders of squadrons have their isolated deeds recorded, while the officer who regulates their movements is seldom mentioned. The commander-in-chief is held responsible for defeat, but gets slight praise for victory. — *Editor.*

David Conner, a native of Pennsylvania, was the son of David and Abigail (Rhodes) Conner. The former, of Irish family, settled in the province about 1750, and the latter sprung from the original English colonists of 1682. The elder David died at Harrisburg about the time of his son David's birth, in the winter of 1792-1793, and the widow removed to relatives elsewhere.

While yet a lad, David joined his elder brother Edward Conner, a West India merchant, in Philadelphia. Edward was subsequently ruined by French spoliation, and was ultimately lost at sea. David pushed to attainment his long cherished desire of entering the navy, and was appointed a midshipman, January 16, 1809.

He served in the War of 1812, being third lieutenant on the *Hornet*, which was not put in commission



D. J. J. J.

until October, 1812, although war with Great Britain had been declared in June. She was then with the *Essex*, Captain Porter, assigned to the squadron of Commodore Bainbridge, sailing in the *Constitution* as flagship.

The *Hornet* and *Constitution* left Boston on October 26th, and reaching off San Salvador on December 13th, the *Hornet* was sent to communicate with the consul. He found the British sloop-of-war *Citoyenne*, 18 guns, Captain Green, in port about to sail for England with a large amount of specie aboard.

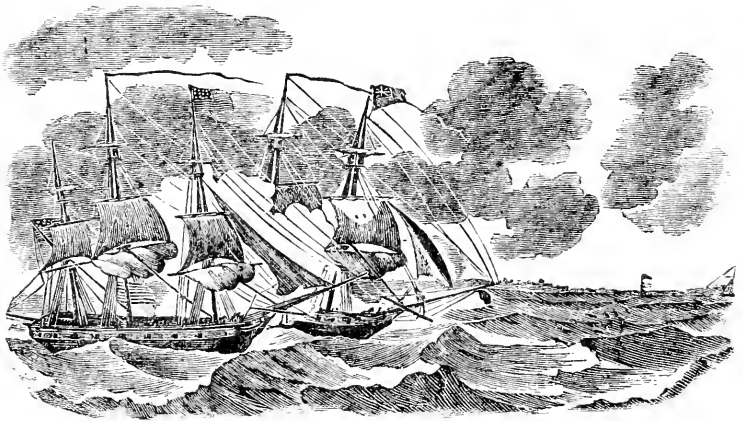
Through the consul Captain Lawrence challenged the Englishman to meet the *Hornet* at sea where they would try the metal of the respective vessels. Captain Green declined the challenge, claiming that the *Constitution* would interfere and prevent an equal contest, notwithstanding Captain Lawrence's answer to the contrary. When the *Constitution* left, the *Hornet* continued to blockade the *Bonne Citoyenne* alone and she remained on this duty until the arrival of the *Constitution* after her successful encounter with the *Java*.

After Commodore Bainbridge sailed for the United States, January 6, 1813, the *Hornet* for eighteen days longer kept Captain Green inside the harbor and then gave up the blockade on the arrival of the frigate *Montague*, 74 guns, to relieve the *Bonne Citoyenne* of her awkward position.

The *Hornet* made a few prizes and when off the mouth of the Demarara river, February 24, 1813, had

her celebrated contest with the British sloop-of-war *Peacock*, 18 guns, Captain Peake.

It was given to Lieutenant Conner and Midshipman B. Cooper to get out the prisoners who were wounded and to endeavor to save the sinking wreck, all that remained of the *Peacock*. They plugged the larger shot holes, threw the guns overboard, and set the



Hornet and Peacock.

From an old wood-cut engraved in 1831.

prisoners at the pumps, but to no purpose. While the boats of the *Hornet* were carrying prisoners to that vessel the *Peacock* began to sink and Lieutenant Conner summoned the people remaining on board to the deck where the *Peacock's* launch was standing. Few responded to his call as they were engaged in looting the sinking vessel. The brig settled suddenly in five fathoms of water and Conner succeeded in

getting most of the men and several prisoners in the launch. Three American seamen and nine of the crew of the *Peacock* went down with her. The launch had no oars and was paddled with pieces of plank until taken in charge by the returning cutters from the *Hornet*, and the brig returned with her prisoners to New York.

Captain Lawrence was transferred to the *Chesapeake*, on board of which he met his death, and the *Hornet* passed to the command of Captain James Biddle, Conner remaining on board as his first lieutenant. They left New York to get to sea by way of Long Island Sound but were blockaded in New London Harbor in June, 1814.

In January, 1815, they passed out to sea, and on March 23rd engaged and captured the English brig *Penguin*, 18 guns. In this sea-fight Lieutenant Conner was severely, and for a time, considered dangerously wounded. The *Hornet* landed them in New York, July 30, 1815, after peace was declared.

For his conduct on those occasions, he received the praise of his commanders, Lawrence and Biddle, a sword from his native state, and the award of two silver medals from Congress. He was first lieutenant of the *Ontario*, and fired the salute on the occasion of her commander, Biddle, taking formal possession of the *Oregon* in 1818.

After cruising in the Atlantic and Pacific oceans, and in the Mediterranean and Red seas, he was

promoted captain in 1835. He was made a navy commissioner in 1841, and chief of the bureau of construction, equipment and repair upon its creation in 1842, thus being the first to hold that position.

In 1843 he was appointed commodore of the home and West-India squadron. In this position his authority, as commander-in-chief, covered a wide extent of sea, lying in the North Atlantic, Caribbean, and Mexican gulf, and continued for more than three years. Upon the breaking out of war with Mexico in 1846, he blockaded her eastern coast, and leading or despatching eight or more expeditions, destroyed her marine, and occupied the most of her ports. Having in these operations dispatched his second in command, Commodore M. C. Perry, to subdue Yucatan, that officer executed the order to his commander's satisfaction.

The province, cut off from the rest of Mexico, submitted, sending a commissioner to Commodore Conner requesting his forbearance. This was granted, so long as she did not interfere with the government set up in her ports by his command, and here it may be remarked that this government proved so satisfactory to the Yucatanos that they requested its continuance after the war was over.

General Scott abandoned the plan of landing his army without the assistance of the navy, and accepted Commodore Conner's offer to perform the operation. The Commodore, selecting some ships from his

squadron and some from Scott's transports, formed of them an expeditionary fleet to which he transported the whole army, and then, placing his flagship, the *Raritan*, in the van while General Scott accompanied in the *Massachusetts*, he led the descent on Vera Cruz, March 9, 1847.

On arriving at the point for debarkation, four thousand five hundred soldiers were at once thrown ashore in one organized body. Others followed, so that in four hours ten thousand men, armed and provisioned, were landed. This gives a rate of thirty thousand per day, a rapidity of movement never excelled, if indeed equalled before or since.

Although preparing to shell the castle of San Juan de Tilloa by the means of his heavily armed flotilla, and to establish a naval seige battery on land against Vera Cruz, he was prevented therefrom by the return of Commodore Perry with orders to relieve Conner, who had held command already more than three months over the usual time allowed to any one commodore.

The next morning, March 21st, after the receipt of the order of relief, Commodore Conner resigned his office to Commodore Perry, transferring his own broad pennant to the *Princeton*, and there quietly remaining until the fall of Vera Cruz on the 29th, when he sailed, bearing the news of victory to his country, and gratified by perceiving that his plans for the siege had not been changed, but on the contrary, carried out.

Upon reaching Philadelphia, Commodore Conner was welcomed by a public dinner, the councils of that city as well as those of Washington sending him resolutions of thanks, while the President repeated his, the secretary of the war doing likewise, and the Society of the Cincinnati making him an honorary member. The sudden change in situation and climate impaired his health, but he recovered, and was again employed in important matters.

In person he was tall, thin and erect, and could walk, ride and shoot with anyone. Besides being an accomplished officer he was a cultivated man, possessing a thorough knowledge of both French and Spanish.

While no speechmaker, he was a good converser, and wrote English well, his dispatches being considered models by the department. He was fond of music, handy at games, and a good dancer. Thus, while an agreeable man in society, he was as an officer very careful of the health and general welfare of his command, kind but reserved in manner, carrying out any duty imposed with firm resolution, no matter how painful to his feelings.

After his death, on the 20th of March, 1826, his body was placed, with military and naval honors, in Christ Church Ground, Philadelphia. It was afterward removed to a vault at South Laurel Hill cemetery.

XXXV.

SAMUEL CHESTER REID.

Heaven helped the little *Armstrong* in her hour of bitter need;
God Almighty nerved the heart and guided well the arm of Reid.

Tell the story to your sons of the gallant days of yore,
When the brig of seven guns fought the fleet of seven score.
From the set of sun till morn, through the long September night—
Ninety men against two thousand, and the ninety won the fight.
In the harbor of Fayal the Azore.

*From "The Fight of the 'Armstrong' Privateer."
—James Jeffrey Roche.*

Captain Samuel Chester Reid was born in the town of Norwich, State of Connecticut, August 25, 1783, the year of peace. He was the second and only surviving son of Lieutenant John Reid of the British navy, who was a son of Lord John Reid, of Glasgow, Scotland, and a lineal descendant of Henry Reid, Earl of Orkney, and Lord High Admiral to Robert III, (Bruce), King of Scotland, in 1393.

Lieutenant John Reid while in command of a night-boat expedition sent out from the British squadron, under Admiral Hotham, which was then ravaging the coast, was taken prisoner at New London, Conn., in October, 1778. He afterward resigned his commission under George III, and espoused the American cause.

In February, 1781, he was married to Rebecca Chester of Norwich. Miss Chester was a descendant

of the fourth generation of Captain Samuel Chester, formerly an officer of the British navy, who, in 1662 immigrated to Connecticut and settled in New London. He was a son of Sir Robert Chester, who was knighted by James I, in 1603, and was a direct descendant of the Earls of Chester through whom he was collaterally connected with Robert I, (Bruce), King of Scotland.

John, the son of Rebecca's father, the third John Chester, served at Bunker Hill and at the Battle of Lexington in 1775, and was a colonel in Brigadier General Wardsworth's Connecticut brigade. He was a delegate to the Connecticut convention in January, 1788, which ratified the constitution of the United States.

Captain Samuel Chester Reid, following the vocation of his forefathers, went to sea at the early age of eleven on a voyage from New York to the West Indies. The vessel was captured by a French privateer and carried into Basseterre, Guadaloupe, where he was confined with the rest of the prisoners in an old gothic chapel for six months. He subsequently entered the navy and served as midshipman on the sloop-of-war *Baltimore* under Commodore Truxton who commanded the West India squadron and who appointed him his aide.

Captain Reid was married in New York City, June 8, 1813, to Mary, daughter of Captain Nathan Jennings of Fairfield, Conn., a lady of distinguished



Saml. Reid

beauty and talent. Captain Jennings volunteered as a private at the Battle of Lexington, crossed the Delaware with Washington, and commanded a company at the Battle of Trenton, December 26, 1775, where he was distinguished for gallant service on the field. The only members of Captain Reid's family now living, of ten children, are Madame di Cesnola, wife of Count Louis Palma di Cesnola, of military and archæological fame, and her sister Mrs. Savage, the widow of the late John Savage, the well known poet and historian.

In 1814, during the time when the British General Ross, with his six thousand veterans from the troopships of Admiral Cochrane's fleet, was burning and pillaging the American capital, for which he afterward paid the penalty of his life in his demonstration against Baltimore, the saucy little brig *General Armstrong* was being refitted in the port of New York for her fifth cruise against the enemy.

She was a beautiful model and had been schooner rigged, but Captain Reid on being induced to take command of her, changed her rig into a brigantine which made her one of the fastest vessels on the seas. She had a superior armament for boarding or resisting attack, with steel-strapped helmets for the men. She had a picked crew of sailors and marines, all Americans.

The officers of the privateers were commissioned by the President, were under the same rules and regulations as the regular navy, and were subject to the

orders of the secretary of war, (there being no secretary of the navy at that time) who was then General John Armstrong, after whom the famous brig was named.

The *Armstrong* lay off the Battery at New York, the admiration of the citizens, awaiting a chance to run the blockade of British war-ships off Sandy Hook.

The discipline of her crew was perfect, and her commander, while severely exacting, treated his men with great kindness and consideration.

On the night of September 9, 1814, just two weeks after the burning of Washington, wind and tide suiting, the *Armstrong* got under weigh with her great spread of sail and a ten knot breeze. At midnight she ran close aboard of an English razeed and ship-of-the-line, and as she flew past the "mudscows," as the crew called the clumsy Britishers, she was soon out of range of their guns, and the enemy gave up their attempted pursuit.

At noon on the twenty-sixth of September, just ten days before Admiral Cochrane sailed from the Chesapeake, the *Armstrong* made the island of Fayal, and ran into the bay of the town of Da Horta, to refill with water. The shore of the bay, which is crescent shaped, is surrounded by a high sea-wall, in the center of which lies the castle of Santa Cruz. Opposite, to the eastward, lies the island of Pico, four miles distant, with its volcanic mountain rising to a height of seventy-six hundred feet. It was in this bay,

surrounded by the most romantic scenery, that the battle of Fayal took place.

Captain Reid had gone ashore to make arrangements with the American consul, Mr. John B. Dabney, for a supply of fresh water, and had accepted the invitation of that patriotic and hospitable gentleman of the old school, to dine with him. In making inquiry about the enemy's cruisers, Captain Reid was informed by Mr. Dabney that none had visited those islands for several weeks. About 5 p. m. Captain Reid returned aboard his vessel with the consul and several gentlemen in company.

While they were conversing, it being nearly sundown, the British brig-of-war *Carnation* suddenly hove in sight close under the northeast headland of the harbor, and entering the bay, anchored within half a cable's length of the *Armstrong*. Soon after, the frigate *Rosa* and ship-of-the-line *Plantagenet* followed and came to anchor in the roads, the squadron being on its way to join Cochrane's fleet at Jamaica.

Commodore Lloyd, who commanded the squadron, had previously learned from the pilot out at sea, that the *Armstrong* was in the harbor, and he at once determined upon her capture. The brig *Carnation* immediately began signalling with the fleet, threw out four large launches or boats and began to pass arms into them.

All these movements could be seen, and the orders given, distinctly heard on board the *Armstrong*. At

the same time the British brig made every preparation to intercept the privateer should she attempt to escape. Although Captain Reid had been assured by the American consul, of the perfect safety of his vessel, being in a neutral port, he now felt certain from the manœuvres of the fleet and the preparations going on that there would be trouble, and he accordingly told the gentlemen that they would better go on shore.

After their departure a council was held among the officers of the *Armstrong*, and it was at first suggested that they should make an effort to get out to sea, but the wind being light it was decided to haul close in under the guns of the castle for protection.

Captain Reid immediately gave secret orders to clear the deck for action and cautioned the crew to make as little noise as possible. He then cut his cable, got out sweeps and began to pull in shore to the castle. The *Carnation* immediately dropped her topsails and made sail to prevent the privateer from going out of harbor should she attempt it, while the boats which were lying alongside were ordered in chase of the *Armstrong*.

It was now about eight o'clock in the evening. The moon which was near its full was gradually rising, and silver-sprinkling with its beam the beautiful bay, the hills of Da Horta and Mount Pico, while not a ripple broke the stillness of the glittering surface save the splash of the oars of the four large launches well armed, carrying about forty men each, which were

pulling swiftly toward the privateer. Captain Reid immediately ceased pulling toward the shore, let go his anchor and got springs on his cable so as to bring the vessel broadside to the enemy.

At this time one of the launches which was considerably in the advance pulled up under the stern of the *Armstrong*, when Reid with speaking trumpet in hand, and all hands at quarters, hailed the boat three times. No answer was returned except by one of the sailors, who asked in a gruff voice what was the matter. The officer replied: "Make no answer, sir; pull away my lads," and the next moment the word was given "toss oars," and with their boat-hooks they hauled alongside under the port quarters of the privateer. The officer in the boat then cried out: "Fire and board, my lads," and as the men rose from their seats Captain Reid instantly gave word to his marines to fire, which was almost simultaneous on the part of both.

One man on board the privateer was instantly killed, and the first lieutenant, Fred A. Worth, a brother of General W. J. Worth of the United States army, was wounded. The men in the boat were severely cut up and they cried out for quarter, while the other three boats pulling up at full speed on the starboard side immediately opened their fire. They were received with a full broadside of grape and canister, which was followed by the shrieks and groans of the wounded and dying. A fierce struggle now ensued in which the enemy made a desperate attempt

to board; but staggered and appalled by the galling fire of the privateer they cried out for quarter and the boats pulled off in a sinking condition with great loss, Captain Reid refusing to take them prisoners.

The *General Armstrong* then weighed anchor and pulled toward the shore, about half pistol-shot from the castle, where she was moored head and stern, near the beach, with her port side next to the shore.

The *Carnation* meanwhile sailed down to the fleet, and it was soon evident that they had determined on a more formidable attack. The American consul at this time had written a note to the Portuguese governor, demanding protection for the privateer, but the governor simply dispatched a note to Admiral Lloyd, requesting him to abstain from further hostilities. To this note Lloyd replied that, as the Americans had first fired into one of their boats without any provocation, he now determined at all hazards to take the privateer, and that if protection were afforded her he would fire into the town. About 9 p. m., the wind having breezed up, the enemy's brig was observed standing in with a large fleet of boats in tow, numbering fourteen, and carrying between forty and fifty men each, armed with carronades, swivels, blunderbusses and muskets, making an aggregate force of at least five hundred and sixty men. When within gun-shot the boats cast off from the brig, and took their stations in three divisions under cover of a small reef or island of rocks, within musket-shot of the *General*

Armstrong. The brig kept under way to act with the boats in case the *Armstrong* attempted to escape. In the meantime terror and consternation had spread through the town. The windows of the houses nearest the scene were filled with women, and the sea-walls were crowded with the inhabitants, awaiting with intense excitement the coming attack.

There lay the American brig with her tall, tapering spars, sleeping on the moonlit waters, as quiet and peaceful as an over-wearied child. There she lay, like a phantom ship; not a movement was to be seen, not a sound was heard to break the stillness of her decks, seemingly deserted, from the death-like silence which prevailed.

Notwithstanding, Captain Reid had made every preparation to receive the enemy on all sides, and his crew were then lying concealed at their quarters. In this position the belligerents remained for nearly three hours, watching each other with painful interest.

When it is considered that the crew of the *Armstrong* had nothing to gain, and had no motive for remaining by their vessel but the defense of their country's honor, when they saw the terrible odds that opposed them, and which threatened a fearful retribution, it is remarkable that they stood so firm, and their wonderful discipline and courage may be imagined.

At length, at midnight, the enemy seemed resolved upon the attack, and the boats were observed in motion. Instead of approaching by divisions, as

Captain Reid expected, they came on in solid column, in direct line. When about twenty-five yards off, Captain Reid ordered his men to stand by after the fire, to run in the guns, and lash in the ports in order to prevent the enemy from getting through the port-holes on boarding, as they would not have time to reload the guns before the enemy would be alongside. The men were then cautioned to wait for the word, and to be sure of their object. The Long Tom, a forty-two-pounder, placed on a pivot amidships, was sighted with fearful accuracy.

On came the British boats with undaunted intrepidity. They were again hailed by Captain Reid, but no answer was returned.

The fatal command was then given, and at once a destructive fire was opened on the enemy, the thunder and crash of which broke the charmed stillness of the midnight scene. The discharge of the Long Tom rather staggered them for the moment, but they warmly returned the fire, remanned their oars, and giving three cheers came on most spiritedly.

The crew of the *Armstrong* asked if they should return the cheer.

“No,” replied Captain Reid, “no cheering until we have gained a victory.”

In a moment they succeeded in gaining the bow and starboard quarter of the *Armstrong*. The cry of the officers commanding the boats was,

“Up and board, my lads — no quarter !”

At the same instant they opened a terrific fire with carronades, swivels, blunderbusses and muskets. They were gallantly met by the crew of the privateer in their black leather boarding caps, strapped with steel, looking like demons, with boarding pikes, muskets, battle-axes, pistols and cutlasses. The vessel soon became one broad sheet of fire, the red glare of which strangely contrasted with the brilliant light of the moon, now riding high in mid-heaven. Shrieks and yells, orders and oaths, amid the clang of sabres, were heard on both sides through the din and roar of the musketry. Again and again the enemy, led by their officers, attempted to gain the deck of the little brig, but were repulsed at all times with immense loss. The battle now raged with the greatest fury. The Americans fought with the desperation of fiends. Making a last desperate effort to board, the enemy gained the spritsail yard and bowsprit of the *Armstrong*, and were pressing their way to her deck, when the American sailors wielding their battle-axes, sabres and pikes with the skill and might of the knights of old, drove back England's best and bravest men with horrid slaughter. The second lieutenant of the *Armstrong*, Mr. Alexander O. Williams, was killed at this moment, while gallantly leading on his forward division; and the third lieutenant, Mr. Robert Johnson, also fell dangerously wounded.

At the same instant Captain Reid, who commanded the after division, was engaged beating off two lar^{ge}

launches, the men and officers of which had succeeded in climbing up the sides of the *Armstrong*. One of the latter, the first lieutenant of the *Rota*, William Matterface, who commanded the attack, had engaged Captain Reid in a hand-to-hand fight with cutlasses, and once or twice came near overpowering him. Captain Reid, being left-handed, used his right in firing pistols which the powder boys handed him, while he continued to fight with the British lieutenant with his left hand, disdaining to shoot down his brave adversary. At last the British lieutenant, making a feint, brought down a desperate blow, the force of which Captain Reid had just time to break, though he was slightly cut across the head and his thumb and forefinger nearly severed. Before the Englishman could recover Captain Reid struck him down and he fell back dead into the boat.

It was at this critical juncture that Captain Reid was informed of the death of his second lieutenant, and that his third lieutenant was badly wounded.

Having succeeded in beating the boats off the quarter, and being the only officer on deck, he perceived that the fire had slackened on the fore-castle. At once rallying the whole of the after division, they rushed forward with a shout and opened a fresh fire, while he ordered the forward division to heave cold shot into the boats and sink them, as those men were out of cartridges. The enemy, appalled with consternation and dismay, fell back to their boats and retreated,

when Captain Reid, bringing the Long Tom to bear upon them, fired the gun himself, which flew off the carriage, doing fearful destruction and resulting in the total defeat of the British. Then it was that Captain Reid cried out :

“ Now is the time to cheer, my boys,” and three wild, enthusiastic cheers re-echoed over the bay from shore to shore. The Americans among the crowd on the sea-walls hailed the *Armstrong*, and asked if Captain Reid were safe, and being answered in the affirmative, gave three tremendous cheers in return.

The scene which now presented itself was one of indescribable horror. The silvered waters of the bay were crimsoned with blood. Dark forms of dead bodies floated around on every side, while the groans and death shrieks of the wounded struggling around the boats pierced the air. Many of the boats had been sunk. Two large launches belonging to the frigate *Rota* lay alongside the *Armstrong* with two other boats, literally loaded with their own dead. In a boat belonging to the *Plantagenet* all were killed save four. In another boat which had contained fifty souls, but one solitary officer escaped, and he was wounded. Four boats floated ashore full of dead bodies. Some of the boats were left with but a single man, while others had but three or four to row them. The termination was nearly a total massacre. This action lasted about forty minutes. The English force, estimating forty men to a boat, was about five hundred

and sixty men. The English themselves acknowledged a loss in this attack of one hundred and twenty killed and one hundred and thirty wounded, but it must have been far greater.

The deck of the *Armstrong*, which was in great confusion, and slippery with human gore, was now cleared up, the Long Tom remounted, and preparations made for a fresh action should the enemy again attack her. About this time Captain Reid received the following note from the American consul.

CAPTAIN REID,

DEAR SIR: — You have performed a most brilliant action in beating off fourteen boats of the British ships in this road. They say they will carry the brig, cost what it will, and that the English brig will haul close in to attack you at the same time the boats do. My dear fellow, do not uselessly expose yourself, if again attacked by an overwhelming force, but scuttle the brig near the beach and come on shore with your brave crew.

Yours truly,

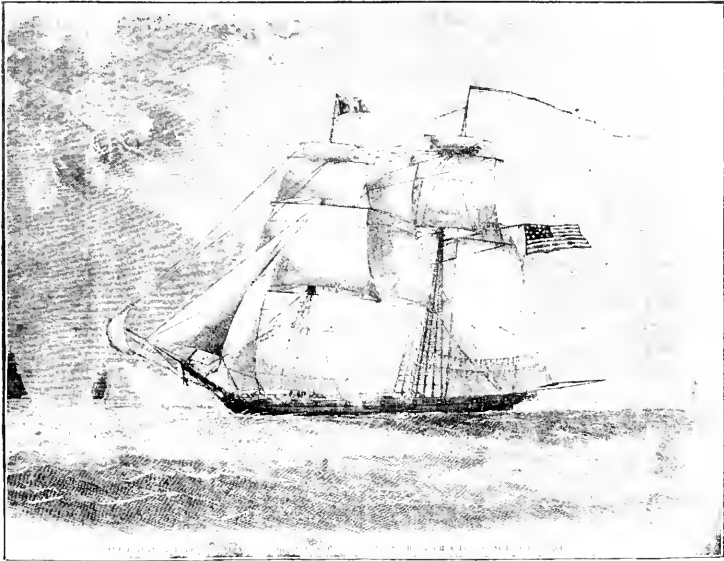
J. B. DABNEY.

Two o'clock Tuesday morning, September 27th, 1814.

This note was brought on board the *Armstrong* by Charles W. Dabney, son of the consul, then twenty years of age, who afterward succeeded his father.

Captain Reid then went on shore, and after receiving the congratulations of the consul, was informed that the governor had again written to Commodore Lloyd, remonstrating against any further attack, but Lloyd sent answer that he was determined to capture the *Armstrong*, and that if the governor suffered the

Americans to injure her in any manner he should consider the place an enemy's port, and treat it accordingly. Returning on board, Captain Reid determined to defend his vessel to the last. He accordingly ordered the dead and wounded to be taken on shore, and he prepared for the worst.



The Privateer "Brigadier-General Armstrong," Capt. S. C. Reid.

At daylight on the morning of the twenty-seventh the *Carnation* was observed under weigh, and stood close in for the little brig, when she immediately opened a heavy fire with all her force. The crew of the *Armstrong*, as if supernatural spirits, or holding charmed lives, still grimly stood by their little vessel,

returning broadside for broadside with wonderful effect, Long Tom doing splendid execution. The maintopmast of the *Carnation* soon fell by the board, she was much cut up in her hull and rigging, and her loss of men was so great that her guns became silenced and she was forced to retire. It was a sublime spectacle to see the little brigantine, with but a handful of men, fighting a hopeless battle against such tremendous odds, in vindication of her rights and her country's honor, with her colors flying in reckless defiance.

Finding all further resistance fruitless, Captain Reid blew a hole through the bottom of his vessel to prevent her capture, and then, with his gallant crew, took to the boats and went on shore. The *Carnation*, soon after perceiving that the *Armstrong* was deserted, sent two armed boats to seize her, but finding she was scuttled, they set her on fire, when she blew up in a blaze of glory.

In the three engagements that occurred with the *Armstrong*, the British loss was two hundred and ten killed and one hundred and forty wounded making a total of three hundred and fifty. The loss of the *Armstrong*, marvelous to state, was but two killed and seven wounded.

After the burning of the *Armstrong*, Commodore Lloyd, frenzied with disappointment and athirst for revenge, demanded that the governor should deliver up her crew as prisoners of war. The governor

refused, on the ground that it would be in violation of his neutrality, when Lloyd threatened to send a large armed force on shore to take them dead or alive. Thus threatened, Captain Reid with his men, all fully armed, took refuge in an old deserted convent about half a mile in the interior, fortified it and cut away an adjoining drawbridge, and running up the American flag bade defiance to their foes, determined to defend themselves to the last. Seeing this last demonstration of American courage Commodore Lloyd gave up the contest and occupied himself with burying his dead.

A letter published in *Cobbett's Weekly Register*, December 10, 1814, written to Mr. Cobbett at London, by an English gentleman who was an eye witness of the midnight attack, after stating the great loss the British sustained, added :

“With great reluctance I state that they (the boats) were manned with picked men, and commanded by the first, second, third and fourth lieutenants of the *Plantagenet*, first, second, third and fourth ditto of the frigate, and the first officer of the brig, together with a great number of midshipmen. Our whole force exceeded four hundred men; but three officers escaped, two of whom are wounded. This bloody and unfortunate contest lasted about forty minutes.

“The squadron,” he also adds, “was detained ten days at Fayal, repairing damages and in burying their

dead. Two sloops of war, the *Thais* and *Calyпсо*, which arrived two days afterward, were sent back to England with their wounded."

The final act of this tragic naval drama, was the very essence and height of patriotic valor and heroism. The splendid courage and personal prowess by which Captain Reid, his officers and crew achieved so glorious a victory over the immensely superior force of the British squadron, has never been exceeded, even by the exploits of the knights in the olden days of romantic chivalry. Yet at the time he was ignorant that he had by his undaunted courage in defeating and disabling the British squadron, saved Louisiana from England's conquest. He was only conscious that he had done his duty in vindicating the honor of his country and defending untarnished the sovereignty of the American flag. This alone induced him and his noble crew to peril their lives against such fearful odds, and to perform such acts of valor.

After it became evident that Commodore Lloyd did not intend to execute his threat to take Captain Reid and his crew prisoners, they returned to the town of Horta.

Several British officers, who had come ashore to attend the burial of their deceased comrades, sent a note to Captain Reid, who was then a guest of Consul Dabney, with the request that he meet them at the British consul's. Mr. Dabney who was of the opinion that it was only a ruse to arrest Captain Reid or bring

about a duel, counselled him not to go. But Reid said that he did not apprehend any indignity, and not to go would be treating the officers with discourtesy.

He accordingly dressed in full uniform, with sash and sabre, and as he approached the quarters of the British consul he observed several British officers standing in front of the house, who upon recognizing him, lifted their caps and gave him a cheer, to his great surprise

Captain Reid was invited to enter the house, and three of the officers requested him to accompany them to a private room, to which request he acceded, though wondering much when within the room to see one of them turn and lock the door.

“Gentlemen,” said Captain Reid “you are three to one, but if any of you are desirous of any satisfaction I am ready to give it to you.”

But they replied:

“We must beg you to excuse us, Captain, but we have a bet which we can only settle by begging you to prove to us that you do not wear a shirt of mail, as we cannot understand how it was that the bullets we fired at you never seemed to strike you. I myself,” said the speaker, “fired at you again and again.” Captain Reid laughed and said:

“As you have a bet, gentlemen, I will not refuse your request and you may satisfy yourselves that I wear no shirt of mail, and you have my word that I have never worn one.”

The officers then introducing themselves, expressed their surprise and admiration of so brave a foe, and assuring Captain Reid that though their governments were at war, it did not prevent a Briton from appreciating true valor wherever it was found, and begged him to join them in a bottle of wine.

Another interesting incident occurred, which displayed the love of the crew for their gallant little vessel. At the time that the *Armstrong* was scuttled and was being deserted, some of the sailors cried out, "We must save the 'Old General,' boys" — as they called the figure-head — and in spite of their becoming a target for the enemy they severed with their battle axes the grim looking bust of the 'Old General' from the bow and bore it in triumph to the shore.

This quaint specimen of the ship-carver's art of by gone days, was placed over the gates leading to the grand mansion of the American consul. For years it was decorated every Fourth of July by the Dabneys, with flowers and the American flag. It was called "El Santo Americano," by the Portuguese peasantry, who never failed to cross themselves as they passed it.

In later years, the American consul, Mr. Charles B. Dabney, son of John B. Dabney, presented this venerable relic to the Naval Lyceum, at Boston, Mass., where it now remains in a good state of preservation.

The news of the battle of Fayal reached the United States about the middle of November, 1814; the reverses which had attended our arms on land, the

bankrupt condition of the government, and the burning of our national capitol, had thrown a general gloom and despondency over the country. Under these circumstances, the news of the battle of the *Armstrong* and the extraordinary victory sent a thrill of joy through the hearts of the American people.

But our government was as yet ignorant that the gallant defense of the little brig was to be the means of saving Louisiana from becoming another empire of India, by the grasp of England, for at this time all was ready at Jamaica for the attack on New Orleans.

The troopships and transports with twelve thousand veterans, under Generals Pakenham and Keene, were eager for the fray. Admiral Sir Thomas Cochrane, as he paced the deck of his flagship, was impatiently awaiting the arrival of Lloyd's squadron, but Lloyd was at Fayal burying his dead and repairing damages, causing the delay of his squadron for ten or twelve days. When Lloyd's squadron arrived in Negroil Bay in its crippled condition, he was loaded with bitter reproaches. A further detention of a week followed.

At this time General Jackson's headquarters were at Mobile. On the 7th of November he had driven the British forces from the neutral Spanish town of Pensacola, and on his return to Mobile had learned of the suspected designs of the British fleet against New Orleans. By a forced march he arrived at New Orleans on the second of December with his two thousand Tennessee militia.

Cochrane's fleet arrived at Lake Borgne on the 6th of December, just four days afterward. New Orleans was then utterly defenseless. It is evident that if Cochrane's fleet had arrived fifteen days sooner (the period of its delay), the British troops could have taken possession of the city before any defense could have been made. And even as it was, General Jackson, that man of brilliant resources, barely had time to check the enemy by the affair of the 23rd of December and thus make possible his immortal victory at New Orleans on January 8, 1815.

The Battle of Fayal was the last battle fought upon the seas, and the Battle of New Orleans the last upon the land, so that these two battles had in a blaze of glory finished the War of 1812-'14.

On the occasion of a resolution in the United States Senate in 1890, to strike a gold medal in commemoration of the services of Captain Reid, Senator Daniel W. Voorhees, in a speech of thrilling eloquence said:

“But for the terrific injury inflicted on Lloyd's forces at Fayal, the British would have reached New Orleans as soon, if not much sooner, than General Jackson. Had this happened, that city would have fallen without a blow.”

Senator W. M. Evarts, followed in this tribute:

“Mr. President, I have no need to add anything to the eloquent homage paid to the great fame of Captain Reid. Every word that the Senator from Indiana has said is as truthful as it was eloquent. There is not to be found in the classics or in modern history any stronger instance of personal prowess. But for Captain Reid that fight would not have been made; and but for Captain Reid that battle would not have been won. So strong is this simile under the most

diverse circumstances, that it may be said of Captain Reid as was said of Horatius at the bridge: 'If he had not kept the bridge, who would have saved the town?' This battle in the Port of Fayal was the bridge that he kept that saved the town of New Orleans, and saved the honor of the country."

Governor Isaac Shelby of Kentucky, in a letter to Captain Reid, dated May 8, 1815, wrote:—

"No one conflict during the war has placed the American character in so proud a view."

On the fifteenth of November, 1814, Captain Reid with his officers and crew proceeded to St. Mary's, Fla. He received ovations all the way from Savannah to New York. At Richmond, Va., the members of the legislature gave him a dinner at which Mr. Stevenson, the speaker of the House of Delegates, acted as president, and Mr. William Wirt as vice-president. After the regular toasts, on Captain Reid's retiring, the president gave: "Captain Reid—His valor has shed a blaze of renown upon the character of our seamen, and has won for him a laurel of eternal bloom."

In the evening a grand ball was given in his honor by the prominent citizens of Richmond.

On Captain Reid's return to the city of New York, where his family resided, the legislature of the State passed resolutions of thanks to him, his officers and crew, "for their intrepid valor in thus gloriously maintaining the honor of the American flag," and voted him a superb gold sword with an alto relievo in gold on the hilt representing the infant Hercules grappling with a lion. This was presented to him on November

25, 1816, by Governor Tompkins, on the steps of the City Hall, amid a vast concourse of enthusiastic citizens.

Soon after, at Tammany Hall, an elegant service of plate was presented to Captain Reid, consisting of a large silver pitcher with an emblematical engraving of the action, and suitable inscription thereon; also a silver teapot, sugar bowl, milk ewer, slop-bowl, and two silver goblets, by the citizens of New York. This service is now in the possession of his daughter, Madame di Cesnola, of New York city.

The Secretary of War offered him a past captaincy in the navy (there was no Secretary of the Navy then) which Captain Reid declined, having received offers of much more lucrative offices in New York. He accepted the position of Harbor Master of New York, and devoted his talents and genius to the benefit and service of his country.

He was president of the Marine Society which he instituted for the improvement of the marine service and for the support of their widows and children. He was also vice president of the Nautical Society. He invented and erected the first marine telegraph between the Highlands of the Neversink on Staten Island, and the Battery of New York city. He also designed and published a national code of signals for all vessels belonging to the United States. He re-organized and perfected regulations for governing the pilots of New York and had the pilot boats numbered.

Through his efforts and instigation the government established a lightship off Sandy Hook, the first ever constructed. In 1826 he invented a new system of land telegraphs, by means of which he satisfactorily demonstrated that a message could be sent from Washington city to New Orleans in two hours. A bill was before Congress for its adoption, when Morse's discovery superseded it.

Captain Reid also designed the United States flag under its present form, it having been altered from time to time on the admission of a new state. The last alteration was made on the occasion of the admission of Vermont and Kentucky, in 1795, into the Union, when a resolution was passed "That the flag of the United States should be fifteen stripes alternating red and white, and the Union fifteen stars, white in a blue field."

The bill was attacked by several members of Congress, it being declared that "at this rate we may go on adding and altering for a hundred years to come." It was not until 1817, when five new states had been admitted to the Union, that Congressman Peter H. Wendover of New York, proposed to make a change in the flag, in view of the fact that there were five states not represented by stars. A committee was appointed to consider the proposition, and Captain Reid was invited to suggest a design.

He recommended that the number of stripes be reduced to thirteen, to represent the thirteen original

states; that each of these states be represented by a star; and the stars be formed into one grand star, symbolizing the National motto, "*E Pluribus Unum*," and that a star be added on the admission of each new state. The design was accepted, and a bill to establish the flag was passed and approved by President Monroe on April 4, 1818, as follows:

"That from and after the fourth day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the Union have twenty stars, white in a blue field; that on the admission of every new State into the Union, one star shall be added to the Union in the flag, and that such addition shall take effect on the fourth day of July succeeding such admission."

The law as then passed remains in force to-day. The first flag as designed by Captain Reid was made of silk by Mrs. Reid assisted by her young friends and each embroidered her name in the centre of a star. Mrs. Reid then sent the flag to Representative Wendover, who presented it in the name of Mrs. Reid to the government, and on April 13, 1818, it was hoisted on the flag-staff of the House of Representatives.

At the suggestion of President Tyler, he re-entered the navy in 1842 and was retired in 1856.

He died on January 28, 1861, in his seventy-eighth year, after a short illness from pneumonia, at his house on West 45th Street, New York city, surrounded by all the living members of his family.

His last words were, " Soon I shall solve the great mystery of life."

The following is from the New York *Herald* of that date:

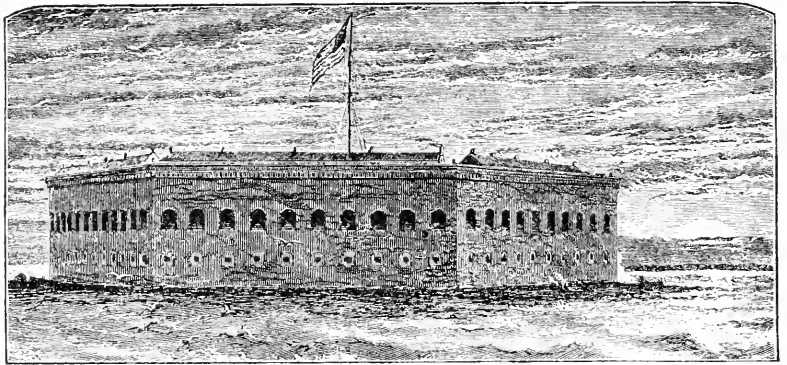
FUNERAL OF CAPTAIN SAMUEL CHESTER REID.

The funeral services of Captain Samuel Chester Reid, a hero of the war of 1812, and a sketch of whose life was published in our edition of Tuesday, took place yesterday afternoon, from Trinity Church. The magnificent edifice was filled with a highly respectable congregation, composed principally of the friends of the deceased patriot, who was greatly admired, loved and respected, not only by those immediately within the circle of his acquaintances, but also by the people of the whole country. The services were of the impressive character, peculiar to the Church of England, four ministers (The Rev. Messrs. Vinton, Ogilby, Ewer and another) officiating. About half-past two o'clock, the coffin (which had been exposed in the vestibule of the church, where hundreds visited it) was beautifully decorated, and was brought into the middle aisle of the church and deposited before the altar. On the lid of the coffin was engraved the following:

CAPTAIN SAMUEL CHESTER REID, U. S. N.,
DIED JANUARY 23th, 1851,
AGED 78 YEARS.

Among those who acted as pall-bearers we noticed in uniform: Captain Ward, Captain Gansevort, Lieutenant McDermott and Lieutenant Heny, and in citizens' dress, Charles O'Connor, James F. Brady, Mr. Thomas Tileston and Mr. Paul Spofford.

At the conclusion of the services the remains were conveyed to Greenwood Cemetery, followed by several hundred carriages.



Fort Sumter.

XXXVI.

THE NAVY IN THE CIVIL WAR.

For two hundred years, from 1640 to 1840, the general character of the ships used in the naval service of the civilized world had undergone no change. The great line-of-battle ship, the frigate, the ship-brig, the schooner and the sloop had possibly increased in size as nations vied with each other in floating heavy armament, or in constructing formidable battleships; but the wind had been the only power by which they had been driven, and the navigator's skill had been directed toward the handling of these ships in all sorts of weather and under every condition or emergency.

The advent of steam as motive power relegated to school practice in the navy yards and to occasional cruises in peaceful waters the former noble frigates with which Preble, Jones, Hull, Decatur, Truxton, Lawrence, Perry and Macdonough had won such glorious victories in the War of 1812. All the ancient time-honored appliances of warfare and navigation had to be re-adjusted to meet the new order of things. There was to be no more display of superiority in seamanship, by which one ship would by tacking and

wearing, gain the advantage over its antagonist, and the days of manœuvring to keep the weather-gage, and of wetting down the canvas, and of trimming the yards, were over. The new warship had a motive power by which she could steer at will for any point of the compass, as far as dependence upon wind and sails were concerned.

The naval warfare conducted by the ancient Greeks and Romans, with galleys propelled by a hundred oars, and with prow armored with iron or bronze making the boat a veritable battering ram — one of the most effective ancient weapons of warfare — was to be revived in the nineteenth century. Steam was to serve as the strong arms, and paddle-wheels and propelling screws were to take the place of the sweeping oars to carry the vessel into any desired position. The cannon of the War of 1812 was to be supplanted by the large rifled gun or columbiad, which could carry a 13-inch shell with unerring precision for miles, leaving death and destruction in its wake. Then again from the ancients was to be borrowed the idea of the use of armor plate, not as heretofore for the protection of man and beast on the battle-field, but to save the ships's sides from the destructive effects of these heavy shot and shell. The helmet and coat of mail in an exaggerated form rendered the ironclad invulnerable at Hampton Roads, and on the Mississippi and Arkansas rivers the saucy little gunboat, with her improvised armor of railroad iron, bade defiance to the heavy

guns of the forts as she ran their gauntlet unharmed, to carry protection to the besieged army beyond. Added to all these, the dread torpedo, devised by Fulton a half century before, was planted in the rivers and bays, there to be a permanent menace to intruding warships.

Such was the condition of affairs when the peace of fifty years for the American navy was broken by a shot fired at a besieged fort in Charleston harbor flying the American flag.

The navy list of 1861 was half made up of sailing vessels. To be sure, there were some formidable steam frigates, useful in times of peace in making up respectable fleets at the various naval stations abroad. At the navy yards were some steamers laid up in ordinary, but which would require weeks and months to get ready for active service.

Another difficulty confronted the navy department. The practice of regular and methodical advancement of officers by promotion in order of time of service, irrespective of ability, had left the navy encumbered with a host of men grown gray in the service during so many years of peace, and now ill-fitted, either by training or inclination, to enter into active vigorous operations against an enemy.

The war of 1812 had found in the navy a line of young officers — active captains and lieutenants — most of them under thirty-five years of age, ready to take any risk and able to endure any hardship.

The ranking officers of 1861 had been boys on board the sailing-vessels of the old navy, and had not accustomed themselves to the modern appliances of the steam frigate. The fear that a shot from the enemy would pierce the boiler, disarrange the machinery, unship the rudder, or run the ship aground, were a few of the causes of anxiety that made the older naval officers cautious and slow to move upon an untried sea filled with innumerable possibilities of danger.

Then the seamen necessary to put the new navy on a war footing had to be drawn from the civil list and trained to the service, the government having no naval reserve to draw from. In fact, on the whole Atlantic coast there were not, in 1861, over two hundred trained seamen available for the naval service. In 1865 there were over fifty thousand enlisted men serving in the navy, many of them having only entered the service after being urged to do so by the generous bounty of one thousand and even fifteen hundred dollars.

The first use to which the navy was put was to try to save the custom houses, mints, and Government properties along the coast. John A. Dix had been appointed secretary of the treasury to succeed Howell Cobb, and his first thought was to save the revenue cutters *Cass*, at Mobile, Ala., and *McClelland*, at New Orleans, La., from falling into the hands of the state authorities. Captain Breshwood of the *McClelland*

was a southern sympathizer, and refused to obey the orders of the Secretary, and the second officer, Caldwell, dared not move against his superior. Finding this condition of affairs, the treasury agent, Hemphill Jones, telegraphed the department at Washington for instructions. It was this request that called forth the famous telegram, which was the rallying cry of the whole patriotic North at this early stage of the Civil War.

TREASURY DEPARTMENT.
WASHINGTON, Jan. 21, 1861.

TO HEMPHILL JONES, ESQ.,

Special Agent for the U. S. Treasury Department, New Orleans, La.

Tell Lieutenant Caldwell to arrest Captain Breshwood, assume command of the cutter, and obey the order through you. If Captain Breshwood, after arrest, undertakes to interfere with the command of the cutter, tell Lieutenant Caldwell to consider him as a mutineer, and treat him accordingly. *If any one attempts to haul down the American flag, shoot him on the spot.*

JOHN A. DIX,
Secretary of the Treasury.

The dispatch was unfortunately intercepted on its way, and failed to reach Special Agent Jones, so the cutter fell into the hands of the authorities of the State of Louisiana, and when Jones reached Mobile, the *Cass* had been taken possession of by the State of Alabama.

On the advent of a new administration, March 4, 1861, with the Government in the possession of but a single fort on the entire Atlantic coast below Fort Monroe, a condition of affairs presented itself to the

Navy department that would need active and speedy adjustment. There were 3,000 miles of sea-coast to be effectually blockaded. The Southern States were rich in cotton, and the nations of Europe were ready to exchange for this cotton the munitions of war, of which the Confederacy stood in so great need. With open ports, and with 4,000,000 slaves to produce cotton, they had the markets of the world at their doors, and the issues of war would be but the matter of a short campaign before foreign nations would demand their independence. The responsibility for an effective blockade rested upon the United States Navy. In the past the country had found that navy always ready for duty; but in 1861 half of the officers and men had gone out of the service of the Government to give their allegiance to their native states.

The emergency, however, gave birth to new men able to meet the issue, and out from these sprang the naval heroes of 1861-'65. The department had but few ships, and their officers were untried in the new methods of naval warfare. They had no light-draft vessels to enter the harbor and hold the port, then in possession of the enemy. They had no formidable ironclads to retake the forts and to re-establish the custom houses from which the Stars and Stripes had been hauled down.

As to the ships, there was a home squadron of twelve vessels, one-half of them sailing craft. The

Pawnee, a screw sloop-of-war, was in the yard at Washington, and carried 8 guns, and the *Crusader* and *Mohawk*, steamers of 8 and 5 guns respectively, were in the navy yard at New York, which, with the steamship *Supply*, 4 guns, lately returned from Pensacola, made up the entire fleet in Northern waters.

The frigate *Sabine*, 50 guns, the sloop *St. Louis*, 20 guns, the steamers *Brooklyn*, 25 guns, and *Wyandotte*, 5 guns, were at Pensacola, and the sloops *Macedonian* and *Cumberland*, of 24 guns each, with the steamers *Pocahontas* and *Powhatan*, were at Vera Cruz. In June and July the steam sloops *Richmond*, *Iroquois*, and *Susquehanna* arrived from the Mediterranean, and later in the year the sloops *Constellation* and *Portsmouth*, the steam sloops *Mohican* and *Sau Jacinto*, the steamers *Mystic* and *Sunter*, and the storeship *Relief* reached home from the coast of Africa, and the frigate *Congress* and steam sloop *Seminole* arrived from Brazil. These vessels made up the entire navy of 1861.

Early in 1862 the sloop *John Adams* and the steam sloops *Hartford* and *Dakotah* came in from the East Indies, leaving the sloop *Saratoga*, 18 guns, on the coast of Africa, the steamer *Pulaski*, one gun, on the coast of Brazil, and the steamer *Saginaw*, 3 guns, in the East Indies, the sole representatives of our Government in foreign waters. These, with the steam frigate, *Niagara*, returning from Japan, the few vessels stationed on the Pacific coast, and four tenders

and storeships, made up a total of forty-two vessels, carrying 555 guns, and manned with 7,600 seamen in commission, March 4, 1861.

The vessels dismantled and in ordinary at the various yards in possession of the government, exclusive of those lost by the destruction of the Norfolk Navy Yard, were the frigates *Potomac*, *St. Lawrence* and *Santee*; the sloops *Savannah*, *Jamestown*, *Vincennes*, *Marion*, *Dale* and *Preble*; the brigs *Bainbridge* and *Perry*; and the steamers *Roanoke*, *Colorado*, *Minnesota*, *Wabash*, *Pensacola*, *Mississippi* and *Water Witch*, and these were put into commission during the latter part of 1861.

The government constructed and purchased other steam vessels of every class, which they armed and equipped, until they floated on December 31, 1861, a navy of 211 vessels, armed with 2,301 guns, representing a tonnage of 176,468, and manned by 20,000 seamen. At that date they had fifty-two vessels of 41,448 tons, to carry 256 guns, on the stocks in process of construction. These figures tell better than words the growth of the navy to meet an emergency. We must remember, however, that the vessels of largest tonnage and greatest number of guns were the useless ones, which included six ships-of-the-line, seven frigates, seventeen sloops, and two brigs, carrying in all 1,208 guns, and measuring 44,768 tons.

There was little opportunity during the first year of the war for the officers of the navy to exhibit that



ATTACK ON ROANOKE ISLAND

courage, zeal and heroism manifested at a later period, but at the end of the year the Secretary of the Navy in his report paid this tribute to the officers and men of the service: "To the patriotic officers of the navy and the brave men who, in various scenes of naval action, have served under them, the department and the government justly owe an acknowledgment ever more earnest and emphatic. Courage, ability, unfaltering fidelity and devotion to the cause of their country, have been the general and noble characteristics of their conduct in the arduous and important service with which they have been entrusted. We state, in all confidence, that in their hands the historic renown of the American navy has been elevated and augmented."

That the blockade was effective is shown by the recorded losses to the Confederacy of 1119 vessels captured by our navy and condemned as prizes, among which were 210 fast steamers. There were besides these 355 vessels burned or otherwise destroyed, and the total value of vessels and cargoes thus condemned or destroyed was over \$30,000,000. While accounts of naval battles are more readable than dry statistics of the result of dull blockade, their value to the government is much less. The blockade, which led to the impoverishing of the Confederate army and the recapture of the forts and seaports which followed, cut off foreign supplies and virtually ended the rebellion.



Henry Walke

XXXVII.

HENRY WALKE.

“The evils of war should be strongly impressed upon the minds of our people and the effects of war should be carefully recorded for the instruction of posterity. Flattering accounts of glorious victories should not alone fill the pages of our history, for such often intoxicate the minds with vanity and false ideas as to the nature and consequences of war.”—*Rear Admiral Henry Walke.*

The first serious event in the war between the government of the United States and the states in rebellion occurred January 12, 1861, when the forts, navy yard and government property at Pensacola were surrendered by Commodore James Armstrong, U. S. N., to the state authorities of Florida without defense. The Stars and Stripes were hauled down by William Conway, a seaman and acting quartermaster, in obedience to the order of Lieutenant Francis B. Renshaw, of the United States navy.

Fort Barrancas, an historical stronghold built by the Spanish immigrants in the seventeenth century, Fort McCrea, the navy yard at Warrington, and the United States Hospital, surrendered with their officers and men, who were made prisoners of war, and this condition of affairs left the responsibility for the safety of the remaining property and garrison of the naval station to Commander Henry Walke, the ranking naval officer, who had arrived at the yard December 7, 1860,

with the United States storeship *Supply*, for stores for the United States squadron at Vera Cruz. The slaves used at the fort as laborers, and hired for this purpose from their owners, had been withdrawn, their masters fearing that the United States Government would not pay for the labor. This delayed the loading of the vessel, and meanwhile Commandant Armstrong had directed Walke to carry provisions to Fort Pickens, and then to return to the navy yard and finish loading for Vera Cruz. This order was dated January 10, 1861, and if it had been literally carried out it would have resulted in the surrender of Fort Pickens at the same time that Commodore Armstrong yielded possession of Fort McCrea, Fort Barrancas and the navy yard. Commander Walke took the responsibility of remaining to support Lieutenant Slemmer, who assured him that with his co-operation in removing the garrison to Fort Pickens, and dismantling the abandoned forts, he could hold the fort against any force for six months. After transporting from Fort Barrancas to Fort Pickens, the ammunition, provisions and other articles necessary to the comfort of the besieged garrison he destroyed the powder and munitions of war likely to fall into the hands of the state authorities, and as the facts of history bear out, was the first and immediate instrument in causing results that led to the refusal of England to acknowledge the independence of the Southern States, which she at the time was but too anxious to do.

Learning that the flag still floated over Fort Pickens, Mr. Seward prevailed on the President to strengthen immediately the defense of the fort, and the relief afforded resulted in the recapture of the other forts and the entire possession of Pensacola Bay and the coast of Florida, down to and including the port of Key West, early in 1862. The Secretary of State was thus able to refute the claim of the Confederacy to entire possession of her sea coast, as a reason for immediate recognition as a separate nation, and pointed to the possession of this territory as a chief argument.

Finding that he could do a great service to his government by taking on board and carrying directly to a place of safety the women, children and invalid soldiers and marines now harbored in the forts, he took the responsibility of returning to New York with one hundred and eight non-combatants, who, including the paroled prisoners, were in danger of suffering great privations if left behind.

He sailed from Pensacola Bay, January 15, 1861. Afterward the arrival of the *Brooklyn*, *Sabine* and *St. Louis* made the position of Lieutenant Slemmer less dangerous, and he enjoyed the proud distinction of holding the only fort on the South Atlantic coast, and maintaining at its flagstaff the Stars and Stripes. Upon reporting February 4, 1861, from New York, to the Secretary of the Navy, Isaac Tousey, Commander Walke gave a full history of his action in

defense of the government property, and the conditions under which he had left the harbor.

Upon the accession of a new administration, March 4, 1861, his action was questioned, and he was submitted to a court-martial, which resulted in his being admonished by the secretary of the navy, notwithstanding Commodore Armstrong's statement "that he did not consider that there was any disobedience on the part of Commodore Walke in not returning to the yard, for he could not discharge the duties on which he had been dispatched," and without supplies short of New York there was no port from which they could have been obtained to render his voyage to Vera Cruz necessary.

History will yet do justice to the brave officer who, while the earliest of the naval heroes born of the Civil War, and its first martyr, lived to do valiant service, even in subordinate positions, and fully vindicated his valor, patriotism and humanity.

In the operations of the navy on the Western rivers he was the pioneer in gun-boat fighting as he had been the hero in rescuing, provisioning and encouraging the little band of patriot soldiers in Fort Pickens in the dark days of 1861.

Henry Walke was born in Princess Anne County, Va., December 24, 1808, of Dutch descent. His first American ancestor, Anthony Walke, came from England and settled in Virginia. His father, Anthony Walke, removed from Virginia to Chillicothe, Ohio, in

1811. When the boy was nineteen years old he entered the United States Navy as midshipman, and served under Lieutenant David G. Farragut.

After a service of six years he was promoted passed midshipman, and the same year was further advanced to lieutenant. During the Mexican War he participated in the naval engagements that resulted in the capture of Vera Cruz, Tobasco, T espan and Alverado. In 1855 he was made commander of the United States ship *Supply*, employed in African and West Indian waters. His last service in that ship was to fortify and provision Fort Pickens and to transfer the paroled officers and civilians from the captured forts and navy yard to New York.

When, in 1861, the government determined upon employing a naval force on the Western rivers, to co-operate with the army, Commander John Rodgers was ordered to St. Louis, where James B. Eads, a civil engineer, was building a flotilla of iron-plated gun-boats. Three river steamboats purchased in Cincinnati were hastily transformed into gun-boats and placed in commission. They were the *Taylor*, *Lexington*, and *Conestoga*. The first-named, bearing the commander's flag, carried an armament of six 64-pounder broadside guns.

These steamers with immense paddle-wheels and high pilot-houses, not being iron-clad, were ill-adapted for the purpose of opposing the Confederate river batteries, generally located on bluffs from which they

could fire plunging shot, and while they did good service, proved to be veritable slaughter pens to the officers and pilots.

On September 12, 1861, Flag Officer Foote ordered Commander Walke to the *Taylor* to relieve Commander Rodgers, and Walke at once proceeded with the flotilla from Paducah to Cairo, where, with a number of army officers detailed by General Grant, he proceeded down the Mississippi River to Columbus to determine the position and strength of the enemy.

This was the first reconnoissance made by a gun-boat on the Western waters, and the *Taylor* was thus continually employed by the army during September, October and November, 1861. On November 7, 1861, the *Taylor*, with her consort the *Lexington*, Lieutenant Stembel, convoyed the transports containing the entire land forces of General Grant, down the river from Cairo to Belmont.

During the battle of Belmont the gun-boats were ordered to attack the Confederate batteries, in order to divert their fire. This was effectually done, until the heavy guns of the batteries forced the wooden gun-boats to withdraw.

Commander Walke here found that he could run close to the batteries and deliver broadsides into the fort, the elevation of the guns of the land-batteries insuring the safety of the boats, and he continued his attack and was able to deal destruction to the earth-works.

Upon the approach of transports from below with recruits for the Confederate army, Commander Walke, by elevating the guns, was able to prevent the Confederates landing far enough up the river to intercept General Grant's retreat, and Grant was thus enabled to withdraw his army in good order.

Meanwhile the batteries on the bluff were playing havoc with the frail gun boats. One cannon-ball coming down obliquely through the side deck and scantling of the *Taylor*, took off the head of Michael Adams, a gunner, and wounded several others.

Knowing that the destruction of the gun-boats at this time meant the loss of the army of General Grant and of the important military depot at Cairo, Commander Walke, after a few more broadsides, withdrew out of range of the guns of the battery and protected the soldiers as they came down to the river-bank to re-embark aboard the transports, and by his continuous broadsides, over the heads of the troops, kept back the pursuing Confederates and dislodged the artillery that had opened fire on the rapidly loading transports. After convoying the transports four or five miles up the river, the *Taylor* and *Lexington* returned to protect and bring up the regiment of Colonel Buford, left behind in the confusion. They also picked up many stragglers on the river-banks for miles below.

While no official report appears to have been made to the Navy Department of the part the gun-boats took

in this battle, Flag-officer Foote being in St. Louis at the time, General Grant, in his second official report said :

“The gunboats convoyed the expedition, and rendered most effective service immediately upon our landing. They engaged the enemy’s batteries on the heights above Columbus, and protected our transports throughout. For a detailed account of the part taken by them I refer with pleasure to the accompanying report of Captain Walke, senior officer.”

The *Taylor* and *Lexington* remained on picket duty below Cairo and made numerous reconnoissances within the enemy’s lines, and also above Cairo on the Mississippi and Ohio rivers. Early in 1862, when the plated gun-boats built by Engineer Eads under direction of Commodore John Rodgers were completed, Commander Walke was detailed to the *Carondelet*.

She was one hundred and fifty feet long and drew seven feet of water. The sides and casement were built to the water-line at an angle of about 45° with the level of the gun-deck, which was about a foot above water and covered with the casement to the curve of the bow and stern enclosing the wheel with all her machinery. She had three ports in the bow, four in each broadside, and two in the stern. Her armament consisted of three guns in the bow, two 42-pounder rifles which threw shells of over 84 pounds weight, and one smooth-bore 64-pounder. Her broadside batteries were two 42-pounder rifles, two 64-pounders, smooth bore, and four light 32-pounders, while her stern battery was two light 32-pounders.

The pilot-house was on the upper deck, and was casemated and partially plated.

We have been thus particular in describing the armor and armament of the *Carondelet*, as she serves as an example of her class of gun-boats, and as her construction was an innovation in naval architecture.

Before the attack on Fort Henry, General Grant again called upon the gun-boats and gave them a prominent place in his plan of attack. The gun-boats, in fact, accomplished the reduction of the fort and received the surrender of the garrison before the arrival of the troops. Upon approaching to take possession of the fort, the *Carondelet* ran aground, and the incident resulted in a strange illusion on the part of the flag officer, who, not being aware that the *Cincinnati* (flag-ship) was being carried down stream by the current, in spite of the powerful working of her engine, supposed that Commander Walke was preceding him with the *Carondelet*, and repeatedly ordered him to stop, using strong language to enforce his command, and it was some time before he found that his subordinate officer was fast aground, while he was the unconscious victim of an illusion caused by the swift current.

The ironclad gunboats under Flag Officer Foote engaged in the battle were the *Essex*, Commander William D. Porter; the *Carondelet*, Commander Henry Walke; the *Cincinnati* (flag-ship), Commander R. N. Stembel; and the *St. Louis*, Lieutenant-Commander

Leonard Paulding; with the wooden gun-boats *Taylor*, *Lexington*, and *Conestoga* in reserve. In the engagement the *Carondelet* was struck by shot and shell in thirty places. She fired from her batteries one hundred and one 64-pounder and 84-pounder rifle shells and one solid shot, and during the entire engagement did not lose a man killed or wounded.

After raising the white flag, General Tilgham, with two of his staff, came on board the *Cincinnati* and formally surrendered the fort to Flag-officer Foote, who sent for Commander Walke and directed him to take possession of the fort until relieved by General Grant. In the ceremony of surrender, General Tilgham remarked to the flag officer:

“I am glad to surrender to so gallant an officer.”

“You do perfectly right, sir, in surrendering,” Flag-officer Foote replied, “but you would have blown my gun-boats out of water before I would have surrendered to you.”

Commander Walke thus describes the scene that met his eye as with the captured Confederate general he walked into the fort:

“The first glance silenced all jubilant expressions of the victors. On every side lay the lifeless bodies of the victims in reckless confusion, intermingled with shattered implements of war. Our eyes then met each other’s gaze in sadness, full of meaning, that forbade any attempt to speak, and in a stillness like to that of a graveyard, we walked slowly over the desolate scene. The largest gun of the fort was disabled, being filled with earth by one of our shells striking the parapet near its muzzle; the muzzle of another was broken by our shell; a third, with broken carriage and two dead men, was

buried under the heaps of earth; a fourth had burst, scattering the mangled gunners into the water and in all directions, scarcely one of them escaping. The surgeon of the fort was laboring, with the few he could get to help him, to save the bleeding and dying. Some of our shot had pierced entirely through the breastworks, throwing tons of earth over the prostrated gunners, and then plunging ten feet into the earth beyond or through the cabins in the rear, afterward setting fire to them by their explosions. After the wounded were cared for and the excitement had subsided, our men proceeded instinctively and quietly to draw the dead bodies of the victims from the water and the earth, and we buried them as well as we could."

On the *Essex* the casualties were frightful, owing to a shot from the batteries piercing the boiler and the escaping steam scalding all on the forward deck, including the brave commander. The shot that did the mischief also killed young Brittan, aid to Captain Porter, who stood at the side of his chief. Brittan was carried below, and on learning of the surrender of the fort, raised himself on his elbow, called for three cheers, and gave two himself, when he fell back exhausted in his effort to make the third.

A seaman, Jasper P. Breas, who was badly scalded, sprang to his feet, naked to the waist, his jacket and shirt having been removed to dress his wounds, and climbing the stairs to the spar deck, he saw the Stars and Stripes waving over the fort, when he shouted, "Glory to God!" and sank exhausted on the deck. He died the same night—a hero giving up his life for his country's safety.

At the battle of Fort Donelson the *Carondelet* was the first of the gun-boats to engage the enemy—the order coming from General Grant and not from

Flag-officer Foote — and Commander Walke in this way preceded the fleet of Flag-officer Foote probably two days. He fired 139 shells into the fort, and was in return struck only by one 128-pounder solid shot which glanced over the boiler, cutting a steam pipe and landing in the engine-room, with no damage save the splinters it made. The *Carondelet* disabled three of the guns within the fort, while the combined attack of the four gun-boats the second day did but little real damage to the fort.

The pilot of the *Carondelet* was killed at the wheel, the pilot-house was wrecked, her port rifle gun burst, and she received two shots in her bow between wind and water, and soon all the gunboats were obliged to drop out of range of the enemy's heavy guns.

The *Carondelet* next did gallant service at the bombarding of Island No. 10, where she was again the pioneer in showing the possibilities of the ironclads to protect the land forces as well as to run the gauntlet of the forts built upon the bluffs of the river banks.

Her exploit on the dark and stormy night of April 4, 1862, when Commander Walke volunteered to run the steamer past the Confederate forts and give relief to the army under General Pope at New Madrid, was one of the most thrilling episodes of the war, as well as one of the most important strategic movements of the Federal Army. The success of the experiment surprised the flag officer, and demonstrated the practicability of gaining possession of the Western waters

by boldly running the gauntlet of the forts which had been supposed to guard effectually the passage of the river. The service rendered by Commander Walke at Island No. 10 was in itself enough to make him an admiral, had not the jealousies of ranking officers blinded the department at Washington as to the merits of his voluntary undertaking. It was after this exploit that Farragut carried his fleet past the forts below New Orleans and gave to the nation the possession of the lower Mississippi for the remainder of the period of the war.

At the battle of Fort Pillow, May 11, 1862, the *Carondelet* led the Federal fleet, and at Memphis, June 6, 1862, Commander Walke still in command of the *Carondelet* was in the first line of attack. He then took part in the running fight with the Confederate ram *Arkansas* as described in the sketch of Flag-officer Davis.

He was promoted to the rank of captain on July 16, 1862, and with the *Lafayette* engaged in the passage of the batteries at Vicksburg. He led the second division of Porter's fleet at the battle of Grand Gulf, April 29, 1863, and in the attack on the Point of Rocks was for ten hours under fire. He continued with the Mississippi squadron till September 24, 1863, when he went in search of the *Alabama* with the *Sacramento*. After several week's chase he arrived at Lisbon to find that she had been sunk by the *Kearsarge*. He then blockaded the *Rappahannock* for fifteen months at Calais, France, and when she hoisted

the British flag and ran out of the harbor he followed her and blockaded her in the harbor of Liverpool until the close of the war.

When the naval retiring board of 1855 undertook to dispose of over one hundred naval officers including many of the heroes of the war of 1812, and their sons, by retiring them without pay or on half, or two-thirds pay, Lieutenant Walke protested against the injunction of the proceeding and was instrumental in its defeat. He was before the same board in a court of inquiry and after refuting the complaint against him was restored to his proper rank on the active list and was promoted to the rank of commander to date from the time of inquiry (1855).

By the ambiguity of an act of Congress full pay to the restored officer was withheld until the injustice was acknowledged several years after the close of the Civil War, when Congress, through the efforts of Admiral Walke, restored the back pay to all the officers so affected.

He was made commodore, February 25, 1866; rear-admiral, July 13, 1871; and was placed on the retired list at his own request, April 26, 1871. He published "Naval Scenes and Reminiscences of the Civil War" (1877), illustrated with drawings made by himself. Admiral Walke died in Brooklyn, N. Y., March 8, 1896.

XXXVIII.

DAVID GLASGOW FARRAGUT.

Farragut, Farragut,
Old Heart of Oak,
Daring Dave Farragut,
Thunderbolt stroke,
Watches the hoary mist
Lift from the bay,
'Till his flag, glory-kissed,
Greets the young day.

Oh! while Atlantic's breast
Bears a white sail,
While the Gulf's towering crest
Tops a green vail;
Men thy bold deeds shall tell,
Old Heart of Oak,
Daring Dave Farragut,
Thunderbolt stroke!

— *W. T. Meredith.*

The hero of Mobile Bay was born in East Tennessee at Campbell's station, near Knoxville, July 5, 1801. His father, Major George Farragut, was born in Minorca, the lesser of the Balearic Islands, September 29, 1755, immigrated to America in 1776, was a soldier in the American Revolution, muster-master for the militia defending the frontiers from Indians in 1792-'93, major of cavalry, and subsequently a navigator on Lake Pontchartrain. Being of an adventurous nature, he made a voyage in a small boat to Havana, Cuba.

Sailing-master David Porter, United States Navy, father of David Porter of the *Essex*, was in command of the station at New Orleans. He was attacked by sunstroke while fishing in Lake Pontchartrain and was rescued by Major Farragut.

In 1808 Porter was a guest at Farragut's house, and while there was attacked by yellow fever and died.



D. E. Finney

Mrs. Farragut contracted the disease and died the same day.

Captain David Porter succeeded his father in command of the naval station at New Orleans in 1808, and persuaded young Farragut to be educated for the naval service. With that end in view Porter adopted the boy and took him with him on the bomb-ketch *Vesucius* to Washington, D. C., where he attended a school and received from Secretary of War Paul Hamilton the promise of a midshipman's warrant when he had reached the age of ten years.

He received the warrant December 17, 1810, seven months before attaining the required age. He cruised with Captain Porter on the *Essex* from July, 1811, and in the winter of 1811-1812 he attended the naval school at Newport, R. I.

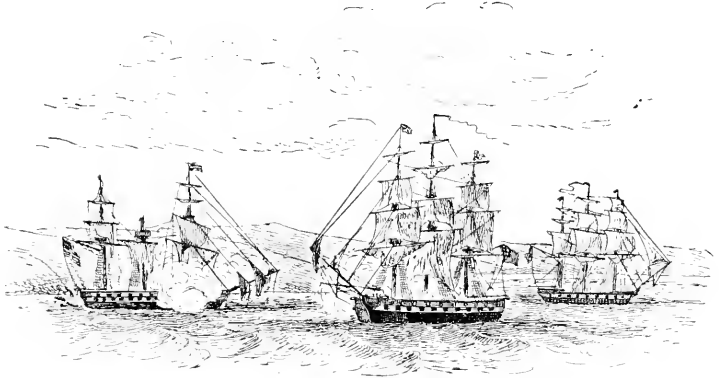
In June, 1812, he was again ordered to the *Essex* and the declaration of war with Great Britain gave to the youthful midshipman his first experience in capturing prizes.

During this voyage he discovered and was the means of preventing a mutiny among the prisoners confined in the *Essex*. In October of the same year he was with Porter in his memorable cruise in the Pacific, and as prize master of the re-captured American whaler *Barclay*, although but twelve years old, he brought her with her crew into the port at Valparaiso.

On March 28, 1814, the *Essex*, after a desperate fight capitulated to the *Phoebe* and *Cherub* in the

harbor of Valparaiso. This engagement introduced Midshipman Farragut to the horrors of an actual sea-fight, as it was "one of the bloodiest battles ever fought upon the sea."

During its progress he served as captain's aid, as quarter-gunner, as powder-boy, or in any service the exigencies of the unequal fight called for. He was made a prisoner with Captain Porter, and on being



Essex, Phoebe and Alert.

From an old wood-cut.

exchanged accompanied his foster-father to New York.

He then attended school at Chester, Pa., where he added to the usual school course, military drill. He was next aid to Captain W. M. Crane in 1815 in the Mediterranean squadron, and in 1816 was on board the *Macedonian*. At this time he received nine months' instruction in European literature and in mathematics under the Rev. Charles Folsom, United States Consul at Tunis. He was again in the Mediterranean in 1819

as acting lieutenant on board the *Shark*, and in 1820, having taken passage for New York on board a merchantman, he put the vessel in fighting trim when chased by a supposed pirate.

On returning to Washington he passed his examination in 1820, and in 1823 was married to Susan C., daughter of Jordan Marchant of Norfolk, Va. The same year he was ordered to the *Greyhound* of Commodore David Porter's fleet which was to proceed against pirates in the Caribbean Sea.

He was commissioned lieutenant in 1825, and he was ordered to the *Brandywine*, Captain Charles Morris, and was second officer of the ship when she carried Lafayette to France. The *Brandywine* afterward cruised in the Mediterranean and on his return to America he attended lectures at Yale College during 1826, and conducted a school on the *Alert* in Norfolk Navy Yard in 1826-'27.

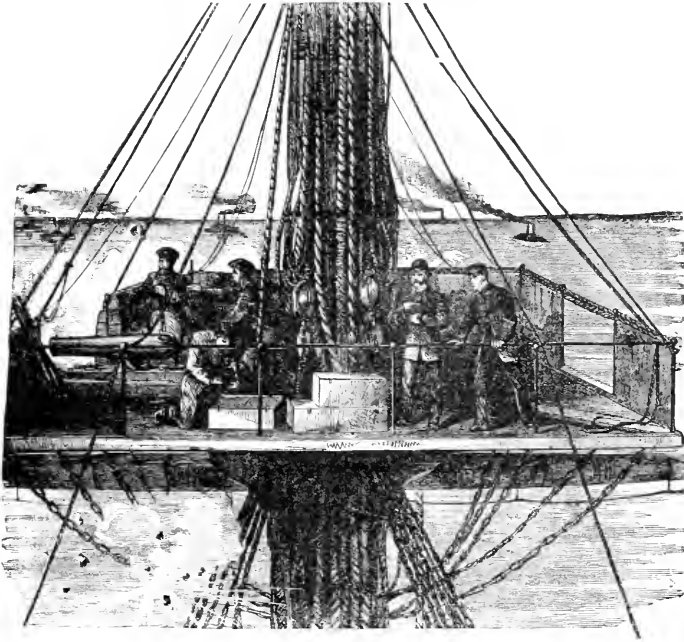
He was on board the *Vandalia*, of the Brazilian squadron, 1828-'29, obtained leave of absence in 1830, and returned to the United States on a merchantman which was pursued by pirates and put in fighting trim by the lieutenant, but escaped without a battle. He was on the *Natchez*, in Charleston harbor in 1813, during the nullification troubles, and then returned to the Brazilian station. He was given command of the schooner *Boxer*, and in the summer of 1834 was ordered home. He was at the Norfolk Navy Yard and at Washington, 1834-'45.

When the war with Mexico broke out he was executive officer on the receiving ship *Pennsylvania* at Norfolk Navy Yard, and he requested Secretary Bancroft to assign him to active service, but had no attention paid to his request until February, 1847, when he was given command of the *Saratoga*, and reached Vera Cruz after its fall, through the investment of the land force under General Scott. It was a great disappointment to Farragut that the flag of the castle of San Juan had not fallen before the guns of the navy. He contracted the yellow fever while off this coast and afterward had a misunderstanding with Commodore Perry, by whom he claimed to have been unfairly treated in the assignment of duty, and on his complaining to the department at Washington, he was ordered to return to Norfolk with the *Saratoga*, and resumed the position of executive officer.

He was at Mare Island station, San Francisco, during the construction of the United States Navy yard 1853-'55, receiving his commission as captain the latter year. In 1858 he was made commander of the steam sloop *Brooklyn*.

When the Civil War broke out he was at Norfolk on waiting orders, and he sent his family North and reported at Washington for duty. He was sent to Brooklyn, N. Y., as a member of the retiring board and it was not till 1862 that he was assigned to active duty. He was then made commander of the expedition that had for its object the capture of New

Orleans and the opening of the Mississippi River. He sailed from Hampton Roads, Feb. 2, 1862, in the *Hartford* as flag-ship, and collected such vessels as he could from the blockading fleets along the Atlantic



Fighting-top of the *Hartford*.

coast. A land force of 15,000 men under Gen. B. F. Butler sailed on February 22nd, and the transports and naval force with Porter's mortar fleet made rendezvous at Ship Island. Farragut's command embraced six sloops-of-war, sixteen gun-boats, twenty-one mortar-schooners, and five other vessels, carrying in all

200 guns. In the fleet was not a single ironclad or armored ship. With this fleet led by the *Hartford*, he gained the mouth of the Mississippi river, and sailed up that stream until opposite Forts Jackson and St. Philip without opposition. Here he encountered not only the forts, but a chain stretched across the river, torpedoes planted in the channel and ready to be discharged from the shore, fire-rafts ready to be lighted and allowed to drift among the approaching vessels, a floating battery clad in iron, and a line of sharpshooters protected by the river banks.

In the face of all these obstructions to his passage, Commodore Farragut, from his flagship the *Hartford*, directed the passage of the forts and the destruction of the opposing Confederate fleet that came down the river to offer further opposition.

His orders were carried out with military precision. We quote the description of an eye-witness:

“At two o'clock on the morning of April 24, 1862, a red light from the *Hartford's* taffrail warned the fleet to get under way. Positions in line of battle had been taken the night before, and every ship lay ‘hove short’ to her anchors. The fleet was formed in two divisions. That to follow up the west bank and attack Fort Jackson was the *Hartford*, *Brooklyn*, *Richmond*, and four smaller ships. That to follow the east bank and engage Fort St. Philip was the *Cayuga*, *Pensacola*, *Mississippi*, *Oneida*, *Iroquois* and three small gun-boats. The three sloops — *Hartford*, *Richmond* and *Brooklyn* — carried each 15 guns in broadside, besides brass pieces in the tops.

“It was a dark night, yet the stars were shining. The great river loomed, for the water was high, and piles of driftwood coming down had kept all lookouts on the alert. The first division, Farragut leading, hugged the west bank as close as the *Hartford's* pilot would

permit. The pilot was an old New Orleans man. He had no politics. He was working for money. He had a little cage built which let down from the port fore-chains, and dropped him just to the water's edge. His idea was to get under the smoke. Two midshipmen were stationed to signal his orders. Farragut and his staff went forward to the fore-castle. Captain Wainwright took the bridge, and Lieutenant Thurston—he of *Kearsarge* fame afterward—took charge of the batteries. The two lines steamed slowly up. Porter's mortars doubled their fire. The Confederate forts were silent.

“There were no sounds save the swish of the current, the dull thump of the engines, and the buzz and restlessness of the crew. Farragut stood with his night-glass, peering through the darkness ahead. Wainwright was beside him; Watson, his signal officer, near.

“‘Is Bailey well up in line?’ he asked, without removing the glass from his eyes.

“‘Aye, aye, sir,’ replied the signal man softly.

“All at once there was a flash ahead that lit up the heavens, and in an instant a shot whistled over the *Hartford's* bow. Farragut removed the glass and said quietly:

“‘Gentlemen, the time has come. Wainwright, have your men stand by their guns. Pilot,’ to the man over the side, ‘do you see that water battery right ahead? Put this ship as close to it as you can get her.’

“By this time the whole Confederate force was aroused. Fort St. Philip opened. Fort Jackson turned loose her casements. The water battery had its whole 20 guns at play. Away ahead in the gloom could be seen the preparations of the Confederate fleet—the fire-rafts being ignited, the black smoke scurrying back and forth, and withal the deadly missiles hissing by.

“‘Port!’ yelled the pilot.

“‘Here we are, sir.’

“Farragut leaned over the side: ‘Can't you get us any closer?’ The *Hartford* seemed then within a hundred feet of the battery.

“‘Not without danger of grounding.’

“‘All right—port it is. Hard-a-port! Now boys!’ and the commodore waved his glass. The crew waited for the ship to sheer, and then came the crash. It was the first broadside that had been fired in that squadron. It was deafening; it was almost paralyzing;

but, like the taste of blood, the stripped sailors wanted more of it. From that hour smoke enveloped the ship. Obeying his orders, the pilot kept his ship close to the west shore. By this time the guns of Jackson were all in full play. The smoke was so dense that from the deck nothing could be seen but a sheet of flame issuing from the canopy. The fierce hail of iron from the fort was like the hiss of countless steam valves. Happily the artillerymen had poor range, and so most of their fire was ineffective. The fleet made little or no reply, but steamed ahead. Pretty soon the *Hartford*, *Richmond* and *Brooklyn* were all in position to bring their guns to bear at close range. The orders were to get as close as the pilots would allow, and sweep the parapets with grape and canister. It was hardly five minutes after the ship's batteries had got into this work before the enemy's fire slackened. They could not stand it. The ships passed upward. By this time all ahead was black and fire-flamed. The Confederates had sent afloat a dozen fire-rafts, and they were coming down with the current.

“Here was a new danger. The forts were still firing, but in the dense smoke nobody could tell where he was. A great fire-raft, the flames rising fifty feet, came swooping down on the *Hartford*. To dodge it the pilot made an error, and the ship went ashore in the mud. The raft swung alongside, and in an instant the flames had caught the *Hartford's* rigging. Lieutenant Thornton's fire department was perfect, and it responded even in the face of such awful dangers. The *Hartford's* engines were backed, and then it was discovered that the ram *Manassas* was pushing the fire-raft and holding it against the ship's side.

“‘Cast loose that starboard battery!’ yelled Farragut. ‘Quick, gentlemen! See that ram? For God's sake, give it to him.’

“The ram got it. The *Manassas* fell off from the raft, the raft slid by the *Hartford* and the latter was free. Captain Warley, the commander of the *Manassas*, seeing he was hurt, tried to make for the shore. The *Mississippi* caught him and pushed him into the mud. There was no time to stop, or Warley would have been a prisoner, but he was helpless, and it was the duty of the wooden ships to get out of fire.

“Once above the range of fire from the forts the enemy's fleet had to be encountered. It was getting almost daylight. The smoke was drifting away, and, looking ahead, the flag officer could see the Confederate gun-boats and cotton-boats, and rams. The

Federal gun-boat *Varuna*, Captain Boggs, had already dashed in among them, and, as the result proved, got the worst of it, for after half an hour's tussle she went down, stern first, and lost thirty of her crew. The *Oncida* was also being sore beset; when the heavy ships came up, Farragut, through his glass, could see at a glance where the trouble lay. The little vessels did not carry guns enough. He signalled the big ships to form in 'line ahead,' that is, single file, and take the middle of the channel. The Confederate fleet was formed in two lines.

"'Man both sides!'" he called to his captain, as the *Hartford's* bow loomed up through the smoke, and the *Richmond*, the *Brooklyn* and the *Mississippi* followed. "'Man both sides!'" was the signal to the other ships.

It was dreadful. As the line steamed up, and the heavy batteries poured from both sides into the frail and panic-stricken craft, it seemed like horror-stricken destruction. The big river steamers were all top-hammer. They had cotton bales to protect them, but the shells from the nine-inch Dahlgrens sent these flying into mid-air. Two of the craft were together. They seemed filled with people. The *Richmond* sheered within twenty feet of them and let go a broadside. The roof and cabin and 'texas' and smokestacks, all went by the board. On either bank, as the fleet passed up, were the wrecks of the wretched fleet. The officers and crews had fled. Grape and canister from the big ships had knocked them into match kindling, and all were either sinking or burning. There was not one vessel left."

On the morning of April 25, 1862, New Orleans was captured. The loss in running the forts and in destroying the Confederate fleet had been thirty-seven men killed, one hundred and forty-seven wounded and one gun-boat, the *Varuna*, lost.

On January 28th, Commodore Farragut ran the batteries of Vicksburg, and with eight of his wooden vessels joined Commodore Davis's fleet of iron-clads above the city. He again ran the batteries on his return, July 15, and on July 16, 1862, was

commissioned rear-admiral. He ran the Confederate batteries at Port Hudson and opened communication with Flag-officer Daniel D. Porter, the son of his benefactor, who was in command of the Upper Mississippi. He assisted in the reduction of Port Hudson which fell July 9, 1863, and then turned over the command of the Western Squadron to Admiral Porter, and was on leave of absence till January, 1864, when he made a reconnoissance of the defenses of Mobile Bay, and reported to the government that with an iron-clad gun-boat and 5,000 men he could take the city. On August 5, 1864, with a fleet of four iron-clads and fourteen wooden vessels led by the *Hartford* as flagship, he passed the forts at the entrance of the bay with the loss of the iron-clad *Tecumseh*, sunk by a torpedo. In this engagement the admiral took his place in the rigging of the *Hartford* and from this elevated position gave his orders. This incident was made the subject of story and of the painter's art. The forts were captured and blockade running stopped, but on account of shallow water the fleet did not proceed to the city. After the battle of Mobile Bay, Rear-Admiral Farragut issued the following order:

FLAGSHIP HARTFORD,
MOBILE BAY, Aug. 7, 1864.

The Admiral desires the fleet to return thanks to Almighty God for the signal victory over the enemy on the morning of the 5th inst.

D. G. FARRAGUT, Rear-Admiral.
Commanding W. G. B. Squadron.

In November, 1864, he received from the citizens of New York, a gift of fifty thousand dollars with which to purchase a home in that city. On December 22, 1864, Congress created the grade of vice-admiral of the navy and President Lincoln nominated Rear-Admiral Farragut to the position. On July 25, 1865, Congress created the still higher grade of admiral, and he was given the commission.

He commanded the European squadron in 1867-'69, visited California in 1869, and took charge of the naval obsequies of George Peabody, at Portland, Maine, in January, 1870. He died in Portsmouth, N. H., August 14, 1870.



G. A. Stringham

XXXIX.

SILAS HORTON STRINGHAM.

He accomplished the task set before him; carried out to the letter the orders of his superiors; won a great victory, the first in the Civil war; and brought his fleet safely back to Hampton Roads. Because he did not run into danger and disobey orders, that he might capture some cotton and naval stores ready for shipment to England, he was condemned by the press and politicians and was relieved of the command of the fleet at his own request.

Silas Horton Stringham, was born in Orange County, N. Y., in 1798, and entered the navy as midshipman when twelve years old. He served through the War of 1812 under Commander Rodgers on the *President*, and his heroism and daring, coupled with the strict regard for discipline exhibited in the discharge of his duty as subordinate, won for him the esteem of his superior officers and the admiration of his companions. At the close of the war he was recommended for promotion, and was made lieutenant, December 9, 1814.

The next year he saw active service on board the brig *Spark*, Captain Gamble, one of the fleet of Decatur's squadron in the war with Algiers. Here he took part in the capture of an Algerian frigate.

In 1816, while the *Spark* was lying off Gibraltar, the crew were witnesses of an accident which befell a French brig in the harbor. She was struck by a

squall and capsized, and the entire crew was thrown into the water. The American sailors came to their rescue, and Lieutenant Stringham was conspicuous in that he himself saved the lives of three sailors.

In 1819 he was transferred to the *Cyane*, engaged in the suppression of the African slave trade. The cruise resulted in the capture of four ships, which as prize master, and carried into port.

In 1821 he was promoted to the rank of first lieutenant and given command of the *Hornet*, with which he captured a noted slaver and pirate. He was subsequently in command of the Brooklyn Navy Yard and on various duties at home and abroad. He was commissioned captain in 1841, and commanded the ship-of-the-line *Ohio*, in the Pacific squadron.

He was present at the bombardment of Vera Cruz during the Mexican War, after which he commanded the Brazilian squadron. In 1852 he commanded the Mediterranean squadron, with the *Cumberland* as his flagship.

On the outbreak of the Civil War Captain Stringham was made Flag-officer of the North Atlantic blockading squadron, and in August, 1861, commanded the naval forces which co-operated with the army under General Butler in the capture of Forts Hatteras and Clarke on the North Carolina coast. In those attacks he was opposed by Commodore Samuel Barron of the Confederate navy who now commanded the forts. He had entered the United States Navy about the same

year as Stringham and had for a time commanded the *Wabash*, which in this expedition was one of the fleet operating against the forts.

The result of the bombardment by Stringham's fleet was the surrender of the fort and of the garrison, including Barron and all his officers, with seven hundred and fifteen men, one thousand stand of arms, seventy-five kegs of gun-powder, thirty-one cannon, as well as several stands of colors and various stores of provisions and cotton. Barron was carried to New York and held until exchanged when he went to England and engaged in fitting up blockade-runners and privateers for the Confederate service.

This achievement of the navy coming so soon after the defeat of the army at Bull Run in July, greatly cheered the Union forces, and Captain Stringham was for the time the lion of the day. His action, however, in returning with his fleet to Fort Monroe was criticised. He was found to have obeyed strictly the orders given him on setting out on the expedition, and a later attempt to navigate the shallow waters of the sounds with ships of deep draught proved disastrous. His pride was deeply hurt by having his courage and loyalty questioned, and at his own request he was relieved of the command of the squadron.

In July, 1862, he was commissioned rear-admiral, and detailed to special duty. He died in Brooklyn N. Y., February 7, 1876.



William Barker Cushing.

XL.

WILLIAM BARKER CUSHING.

Mary Barker Cushing, a widow, offered her four sons a sacrifice upon the altar of patriotism. She not only sent her boys to fight for the American flag, but she had endowed them with a spirit of self immolation which made each one a hero. Captain Alonzo H. Cushing, United States Volunteers, was instantly killed at Gettysburg, fighting desperately for an hour and a half after being pronounced unfit for duty, from wounds received early in the day. Lieutenant Howard B. Cushing, United States Army, was killed while leading a handful of brave Regulars against ten times their number of Apache Indians in a defile in the mountains of Arizona. Paymaster Milton B. Cushing, United States Navy, served with distinction through the Civil War, was on board the *Seneca* at the battles of Fort Fisher, and was the victim of disease produced from exposure while in the line of duty. The story of Lieutenant William B. Cushing, United States Navy, is told in the following chapter.

The mother sent her boys forth with this injunction: "My sons, death but not dishonor."

In the summer of 1863, the United States naval squadron in possession of the sounds of North Carolina, had learned that a formidable iron-clad ram designed to clear the waters of that state from all hostile crafts, had been launched in the Roanoke River, and was now under steam ready to deal destruction to the Federal fleet.

The rumors of this marine monster and her formidable character, had put the Federal navy on the defensive, but their worst fears were as fairy tales to their consternation when the dread monster appeared in the midst of the fleet, and steaming at will, withstood a combined attack of the entire force of Federal gun-boats for several hours, and then, unconcerned as

to the presence of the fleet, turned and steamed up the river, an apparently invulnerable navy destroyer.

Young Cushing had witnessed this exploit and he at once sought the commodore of the fleet with the proposal that he would destroy the ram if furnished with a steam launch, a volunteer crew, ready to risk their lives and do his bidding, and an armed cutter in which to escape if any should survive the desperate undertaking. A hundred at once volunteered. From these Cushing selected Acting Ensign William L. Howarth, Acting Master's Mates Thomas S. Gay and John Woodman, Acting Assistant Paymaster Francis H. Swan, Acting Third Assistant Engineers Charles L. Steever and William Stotesbury, and eight enlisted men—Samuel Higgins, Richard Hamilton, William Smith, Bernard Harley, Edward J. Houghton, Lorenzo Demming, Henry Wilkes and Robert H. King.

The plan of attack was for a crew on the cutter to capture the Confederate guard in a picket schooner near the half-submerged warship *Southfield*, and prevent it from sending up an alarm rocket. Then the steam launch, with Cushing in the bow, was to land a short distance below the *Albemarle* and board her from the wharf at Plymouth, capture her by surprise, and take her down stream. If unable to do this, Cushing was to blow up the ram with a spar torpedo which he had with him. The two boats passed the Confederate sentinal sloop a mile below Plymouth without being challenged.

By keeping in the shade of the trees along the banks of the river and by reducing the speed of the launch so as not to make much noise, he nearly reached the ram unobserved. Had it not been for a dog, Cushing might have carried out his plan of stealing the ram and taking her down the river. But the dog barked a staccato solo, and then every dog in the neighborhood joined in a grand chorus of yelps, which awakened every sleeping Confederate soldier and sailor.

Sentinels appeared on both sides of the river and every man ordered Cushing to stop. In the hubbub of excitement on shore and on the *Albemarle* Cushing, knowing that it was useless to try to maintain further secrecy, shouted to the engineer :

“ Ahead, fast ! ” He also cut the towline and sent the cutter down the river to capture the picket guard near the *Southfield*.

As he approached the ram he saw that it was surrounded by logs so far away from the ship that it would be necessary to get within the enclosure in order to make his torpedo effective. He steered out into the river to get the desired position, and then ran at full speed at the ram, believing, that his launch would ride over the slippery logs.

This actually happened and with a view to frightening off the Confederates Cushing yelled out between shots from the *Albemarle* :

“ Leave the ram ! We are going to blow you up.” As soon as the launch got over the logs Cushing was

standing in the bow with his torpedo, ready to swing it against the side of the *Albemarle*. As he ran out the spar a shot from his victims struck and disabled the launch and at the same instant the torpedo exploded. It rent an immense hole in the monster's side below the water line, and the next instant the huge hulk dropped to the bottom of the river and was buried in the mud.

The Confederates twice called upon the party in the boat to surrender, and several of the men did so, but Cushing, throwing his weapons, shoes and coat away, plunged into the river. Woodman and Higgins did likewise and were drowned, but Cushing reached the shore in safety and after wandering in the swamps for twenty hours he hailed a Federal picket-boat and was carried more nearly dead than alive to a gun-boat at the mouth of the river.

Only one of his brave crew reached a place of safety, but unlike the exploits of Somers and Hobson, his undertaking was crowned with success, and a great service was done to the Federal cause.

When Cushing left on the launch, he had laughingly remarked to his companions, "Here's for another stripe or a coffin." He received the stripe when he was made lieutenant commander, October 27, 1864, and also received congratulatory letters from the secretary of the navy, and the concurrent thanks of both houses of Congress.

William Barker Cushing was born in Delafield, Wis., November 24, 1842, the son of Dr. Milton B.

Cushing and his wife Mary Barker (Smith) Cushing. Dr. Cushing died when William was quite young, and left his widow with four sons to support.

William Barker was a page in the House of Representatives at Washington, and was appointed a naval cadet at Annapolis by President Buchanan in 1857. He attended the academy until the breaking out of the Civil war, resigning March 23, 1861, to volunteer and participate in the coming struggle.

He was made master's mate in May, 1861, and was attached to the North Atlantic blockading squadron. On the very day of his arrival in Virginia waters he captured a tobacco schooner valued at \$30,000, the first prize of the war. His commission as lieutenant was dated July 16, 1862, and in November, with the United States gun-boat *Ellis*, he was directed to "capture Jacksonville, N. C., intercept the Wilmington mail, and destroy the salt works at New Juliet."

He succeeded in capturing a large mail, taking two prizes and shelling a Confederate camp. In undertaking to cross the bar of the Onslow river, November 25th, on returning from this expedition, he ran aground and was obliged to transfer his crew and property to one of the captured schooners. He then ordered the vessels to stand off the inlet, and with a single pivot gun and six volunteers to aid him, he guarded the *Ellis* until the cross fire from the shore batteries, so disabled the vessel that there was no hope of floating

her and he then set her on fire, and in an open boat escaped with his volunteers to the schooner from the deck of which he saw the *Ellis* blow up.

He continued his exploits in the sounds of North Carolina making venturesome expeditions up the Cape Fear and Little rivers, and gaining much valuable information as to the designs of the Confederates.

After his exploit in destroying the *Albemarle*, he buoyed out the channel for the passage of the fleet in its attack on Fort Fisher in December, 1864, exposing himself for six hours in an open boat until he completed the task.

In the second attack on Fort Fisher, in January, 1865, he commanded a company of sailors and marines from the *Monticello*, landing them on the sea-front of the fort, and after leading them across the one hundred yards of sand under a short range fire from the fort where half his men were killed, he gained the parapet and co-operated with the Federal land force in taking possession of the stronghold.

He then served on the Pacific and on the Asiatic squadrons, commanded the *Lancaster*, in 1866-'67, and the *Maumee*, 1867-'69.

He was promoted commander, January 21, 1872, the youngest officer of that rank in the navy. He was granted leave of absence on account of ill health, and died in Washington, D. C., December 17, 1874.

XLI.

STEPHEN CLEGG ROWAN.

With the *Pawnee* he fought the first battle between a war-ship and a fort in the Civil War.

The successes achieved by the navy under Stringham and Goldsborough were followed up by that of Commander Stephen C. Rowan. This gallant officer was born near the city of Dublin, Ireland, December 25, 1808. His parents removed to America the next year and settled in Ohio, where the boy attended the district school and assisted the family in making a home in the wilderness.

He was appointed midshipman in the United States Navy when eighteen years old, and made his first cruise on the *Vincennes*, under Commodore Balton, who between 1827 and 1830 was the first naval officer to sail a United States man-of-war around the world.

Upon his return to America Rowan was promoted passed midshipman, and for four years was stationed in the West Indies. He took part in the naval operations against the Indians in Florida during the Seminole War. As lieutenant he served in the coast survey, and from 1843 to 1846 on the frigate *Delaware*, and afterward on the *Ontario*.



Stephen Clegg Rowan.

He then succeeded as executive officer on the *Cyane* in the Pacific squadron. In the Mexican War he participated in the capturing of Monterey and San Diego. He was wounded while serving under Stockton at the battle of Mesa, and won high praise by a bold night attack which he led against the out-posts at Mazatlan, as also at the bombardment of Guaymas. While operating in the Gulf of California he captured twenty blockade-runners, besides destroying a number of Mexican gun-boats.

When peace with Mexico was declared he was made inspector of ordnance, organizing that department in the Brooklyn Navy Yard. In September, 1855, he was promoted commander, and served as such on the United States supply ship *Relief*.

When the Civil War broke out, he was on ordnance duty at the Brooklyn Navy Yard, and in January, 1861, was placed in command of the United States steam frigate *Pawnee*, and took her from Philadelphia around the capes and up the Potomac to Washington, where she was anchored, as the only naval vessel in commission for the protection of the national capital. It was a part of his duty, soon after the inauguration of President Lincoln, to cover with his ship the landing of Colonel Ellsworth and his regiment of New York Fire Zouaves at Alexandria, Va., the day that gallant officer met his death while in the act of removing the Confederate flag from the flagstaff of the Marshall House.

Commodore Rowan was at this time a resident of Norfolk, Va., and had wedded a Virginia lady. He did not, however, hesitate to declare his allegiance to the government that had taken him as a lad, trained him in its service, and advanced him in rank and position in its navy. While so many of his fellow-officers claimed for the state of their residence their first allegiance, he recognized the fact that his duty was to protect the flag he had sworn to defend and the government he had promised to serve.

His first active engagement in the Civil War was at Acquia Creek, Va., May 21, 1861, where, with the *Pawnee*, he endeavored to capture the batteries erected by the Confederates at that point. His ship was struck by the enemy's heavy shot nine times, and he was obliged to withdraw out of range of the guns. This was the first naval engagement of the Civil War.

He joined Flag-officer Stringham in his expedition to Hatteras, and after the return of the fleet to Norfolk commanded there the *Brooklyn* and *Delaware* successively, until in February, 1862, when he led a naval flotilla of light-draught vessels in the expedition of Commodore Goldsborough to North Carolina, and with it on February 8th, was one of the prominent officers in forcing the surrender of Roanoke Island.

He then pursued the retreating Confederates into Albemarle Sound, destroying their earthworks and capturing their entire fleet of transports and gun-boats. He took his flotilla as far as Elizabeth City and

Edenton, and effectually obstructed the canal leading to the Chesapeake. He conducted various other successful expeditions in these waters, and upon the return of Commodore Goldsborough to Hampton Roads, he succeeded to the command of the entire fleet. On February 10th, co-operating with General A. E. Burnside, he captured Winston, and on the 12th Newbern, following on April 25th with the capture of Fort Macon and the town of Beaufort.

For these signal services he received the thanks of Congress, and on July 16, 1862, was commissioned captain, and for his gallantry was further promoted to the rank of commodore, his second promotion to take effect the same date.

He then joined the blockading squadron under Commodore Dahlgren in Charleston Harbor, and as commander of the iron-clad *New Ironsides* took a leading part in the reduction of Forts Gregg, Wagner and Moultrie. The *New Ironsides* was under fire in fourteen engagements in Charleston Harbor, and during the period was struck 133 times. He commanded the entire South Atlantic squadron in the early part of 1864, during the absence of Admiral Dahlgren. The *New Ironsides* was disabled by a torpedo, and Rowan was transferred to the iron-clad *Nadarvasco*.

He was made rear-admiral July 25, 1866. From 1867 to 1870, he was Commander-in-chief of the Asiatic squadron. He was promoted vice-admiral in 1870, commanded the Brooklyn Navy Yard, 1872-'79, after

which he served as naval examiner, governor of the naval asylum at Philadelphia, superintendent of the naval observatory, and chairman of the lighthouse board.

His active life at sea covered over twenty-five years. His eminent services, while not distinguished by incidents of special personal daring, were marked by calm and resourceful expedients in time of emergency, and while he avoided the theatrical, his energy and incessant activity were ever conspicuous. He served his adopted country long and well, and died at his home in Washington, D. C., March 31, 1890.

XLII.

JOHN LORIMER WORDEN.

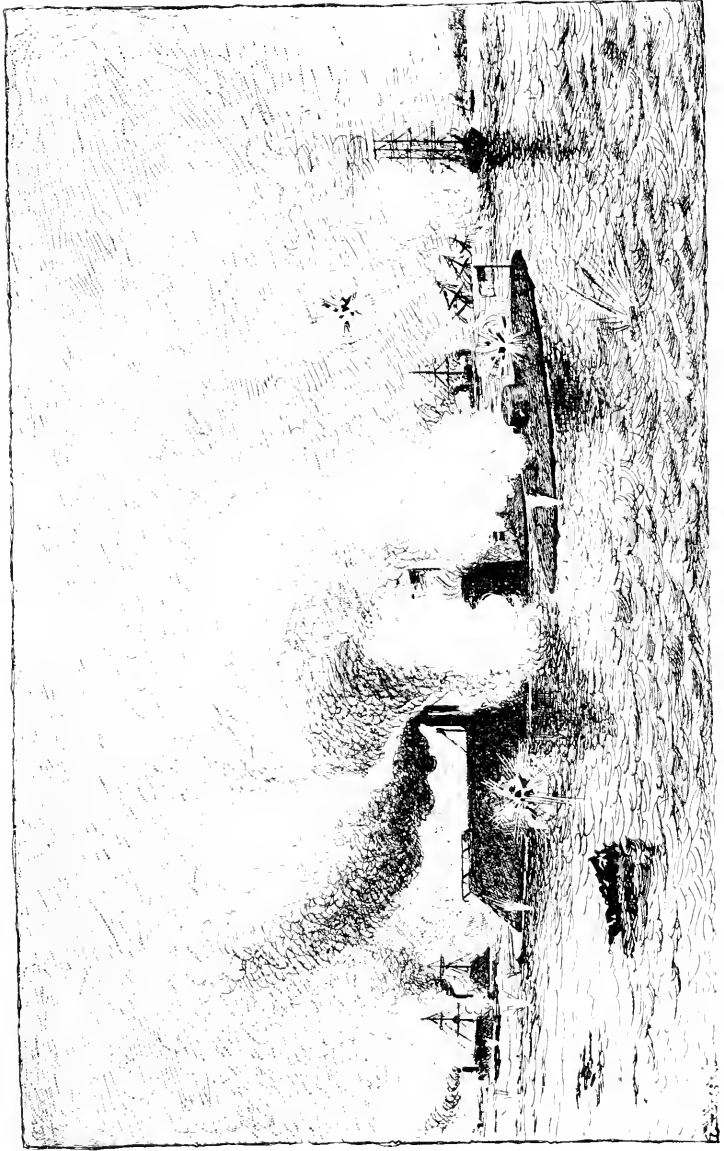
He commanded the "Cheese Box on a Raft."

Another notable naval officer came conspicuously before the public eye early in the Civil War, and possibly the service he helped to render effective had more to do with turning the fortunes of war in favor of the Federal Government than any other. At least his valor, wisdom, and promptness averted a terrible calamity to the country. This conspicuous naval hero was John Lorimer Worden.

He was born at Mount Pleasant, N. Y., March 12, 1817. His education was acquired at the best schools of his native county, and he was appointed midshipman in the navy before he was seventeen years old. His first sea service was on board the ship-of-war *Eric*, and extended for three years in Brazilian waters.

In September, 1837, he was transferred to the Mediterranean squadron, and after two years' service he attended the naval school at Philadelphia for nine months, when he was made passed midshipman, his commission bearing date July 16, 1840.

After the usual round of service on ship and ashore, upon the outbreak of the Civil War he reported



Engagement Between Monitor and Merrimac.

at Washington, requesting to be put into active sea service.

This was April 6, 1861. The next day President Lincoln, in consultation with Secretary Seward, sent him overland with dispatches to Captain Adams, commanding the fleet off Pensacola. This was a delicate and dangerous commission, and after a three days' journey he reached Pensacola, but could not communicate with the fleet or with Fort Pickens on account of a heavy gale prevailing. He thereupon destroyed his dispatches, having first committed them to memory, and awaited the subsidence of the storm.

The next day about noon he succeeded in reaching the fleet. After communicating his dispatches and receiving orders, which he was to carry with all expedition to Washington, he took rail to Montgomery, Ala. Before reaching the city he was arrested by Confederate officers and detained as a prisoner-of-war for over seven months.

His health breaking down by reason of his confinement, he was paroled November 14, 1861, and ordered to report to the Secretary of War at the Confederate capital. Upon reaching Richmond he was sent through the lines, his release being conditional upon his promise not to divulge anything he might have seen while traveling through the enemy's country that could be used to the harm of the cause of the Confederacy. At Norfolk he was exchanged for

Lieutenant Shafer, a Confederate officer captured by the Federal army.

The condition of his health precluded his reporting for duty until February, 1862. The next month he was placed in command of a new iron-clad just built by Captain John Ericsson under his supervision and offered to the government on trial, its purchase depending upon its effectiveness as an engine of war. Here was a war vessel both unique and uncertain. The ablest naval constructors had condemned it as impracticable and unsafe; and only one naval officer, Captain D. D. Porter, had any confidence in its effectiveness. Captain Porter had been sent to New York to examine and report as to its ability and seaworthiness. He telegraphed to the Navy Department in these words: "This is the strongest fighting vessel in the world, and can whip anything afloat."

In his admirable *Naval History of the Civil War*, Admiral Porter thus describes the coming of the *Monitor* and the circumstances that led to the occasion that made Lieutenant Worden's name a household word throughout the length and breath of America, and his achievement with the little gun-boat derisively called "a cheese-box on a raft," a chapter in the history of our navy worthy the pen of so able a writer:

"A month before the *Monitor* was launched the Confederates, through their spies, had learned the exact condition of the vessel and the day on which she would probably be put into the water, in consequence of which information the number of workmen on the

Merrimac, which was building at Norfolk, and against which the *Monitor* was soon to be pitted, was doubled, and the work carried on by day and by night. This extra energy made all the difference in the world, and doubtless gained the one day which enabled the Confederate vessel to commit such havoc without any effectual opposition. Lieutenant John L. Worden, who had been assigned to the command of the *Monitor*, watched her building for several months, urging on the work by every means in his power, in which he was heartily supported by the inventor. When the vessel was launched and equipped, Lieutenant Worden started at once for Hampton Roads without a trial trip and with no means of judging how the vessel was going to behave. At one time in his passage he was doubtful if the little *Monitor* would live through the rough seas and arrive in time to be of any assistance to our fleet; or, even if she did arrive, whether she could accomplish what her inventor claimed for her. In fact, Worden was somewhat doubtful whether he should ever again set foot on land, for his vessel was almost inundated, and leaked apparently enough to sink her. In the meantime the *Merrimac* alias *Virginia* was all ready to leave the Norfolk Navy Yard on what was said to be her trial trip, and up to the last moment she was filled with mechanics working to complete her. On March 8, 1862, the iron-clad got under weigh and proceeded down the Elizabeth River, cheered by hundreds of people who crowded the banks as she passed."

Lieutenant Worden took the novel craft from its anchorage in the Brooklyn Navy Yard and proceeded with it to Hampton Roads. He arrived on the evening of March 8, 1862, and proceeded immediately to where the *Minnesota* lay aground, just below Newport News. He found the *Merrimac* had worked terrible havoc that day as she made her way almost unopposed among the helpless Federal fleet. The sides of the *Cumberland* had been crushed by the iron prow of the powerful ram, and she was sinking. The *Congress* was on fire, and her crew, helpless and unable to leave

the ship, had been obliged to strike their colors to save themselves from being roasted alive. The *Minnesota* and *Lawrence* were aground.

With the Federal fleet in this condition, Worden arrived with his little untried "nondescript" armed only with two guns in a cramped revolving turret. The blaze from the burning *Congress* lighted the sky on that eventful Saturday night. Soon an explosion shook the waters and reverberated along the shores. The fire had reached the magazine, and the great ship was a total wreck.

Sunday morning dawned bright and fair. The *Merrimac* passed out of her berth to complete the destruction wrought the day before. She steamed toward the grounded *Minnesota*, expecting to ram the helpless enemy, when suddenly between the two appeared the little *Monitor*, and from the "cheese box" belched a sudden roar as a 170 pound shot struck the iron plating of the *Merrimac* with an effect that astonished the complacent officers and crew.

They found that they must rid themselves of the little craft that clung so persistently at their side. Turning her huge iron hulk, the *Merrimac* delivered her full weight, prow forward, against the half-submerged *Monitor*, expecting to run upon the low deck and sink the little craft by her weight.

At that moment, however, another well-directed shot from the little turret sent a heavy sphere crashing against the railroad iron that formed the shield of

the monster antagonist. The effect was to shake the battery so severely as to cause the sailors to rush to the deck, expecting that the ship was sinking. This confusion diverted the course of the *Merrimac*, and the *Monitor* ran from under the immense prow, but kept close to the monster's side, continuing to deliver her heavy shot, as the turret was turned so as to bring the guns alternately into position.

The officers of the *Merrimac*, finding that their shot had no effect upon the deck or turret of the little craft, directed the gunners to aim for the pilot-house, which surmounted the turret. The vessels almost touched, and Worden was directing both the firing and the movements of the *Monitor* from his lookout in the pilot-house when a shot struck the slot used as a lookout, and the concussion forced iron splinters and dust through the opening, blinding the brave commander and rendering him for the time senseless.

The effect of the heavy shot at so short a range was as astonishing as the readiness with which the iron armor of either vessel repelled the tremendous momentum of the iron hail. The concussion was a new experience in naval warfare, and each discharge threatened to shake the vessels into pieces.

The fight had continued without interruption from 8.30 a. m. to 12.15 p. m., and had been witnessed by crowds on shore and on the vessels anchored on the roads. With the fall of Worden the *Monitor* changed her position and appeared to those on the *Merrimac*

be leaving the scene. She, however, turned again toward her antagonist only to find the *Merrimac* drifting and calling to her aid two tugs, which took her back to her berth. The duel between the giant and the dwarf was over.

The *Monitor* took her position near the *Minnesota*, and awaited the movements of her antagonist. But the *Merrimac*, badly crippled and leaking, ran aground and never came out to renew the fight, but was soon after destroyed to prevent her falling into the hands of the Union navy.

Lieutenant Worden, when he recovered consciousness, turned to his attendants and asked :

“Have I saved the *Minnesota*?”

“Yes,” was the reply.

“Then I don’t care what becomes of me,” said the hero.

The *Minnesota* was not all his heroism had saved; he had saved from total annihilation the remnant of the United States Navy.

The news of the exploit spread through the world, and opened a new era in naval warfare.

On July 16th, eight days after the battle, Worden was promoted commander, and upon his partial recovery—for he never fully recovered from the effects of his terrible experience—he superintended the construction of the iron-clads building in New York.

In October he was given command of the iron-clad *Montauk* in the South Atlantic Squadron. With this

formidable little turreted gun-boat he attacked Fort McAllister guarding the passage to the Ogeeche River, in January, 1863, and kept up a continuous bombardment for four hours, until he had exhausted all his ammunition. The shot from the fort were entirely harmless against the armor of the *Montauk*.

On February 28th following he destroyed the Confederate privateer *Nashville* under the very walls of the fort and in the face of a fire from the guns that sent shot against the little iron-clad, striking her forty-six times.

On February 3, 1863, Commander Worden was made captain, and aided with his iron-clad in the blockade of Charleston Harbor and in the operations against Fort Sumter. On March 29, 1872, he was commissioned rear-admiral, and commanded the European squadron from 1875-'77.

He was retired by reason of failing health, December 23, 1886, with full pay and the thanks of a grateful nation.

He died in Washington, D. C., October 18, 1879.



Admiral Dahlgren.

XLIII.

JOHN ADOLPH DAHLGREN.

“ My father was a quiet, thoughtful, retiring man whose motto was, ‘ Always do your duty,’ and he did it. He was methodical and steady. If that will attract the young it ought to be shown up in its full light.” -- *Tribute by his son, Capt. C. B. Dahlgren.*

The success of the North in the Civil War was in a great measure decided by means of the “ Dahlgren Shell Gun,” the invention of John A. Dahlgren, operated by the navy of the United States. The Dahlgren guns quieted the pretention of the formidable iron-clad monster *Virginia (Merrimac)*; it opened the Mississippi river at New Orleans and Vicksburg; it gave to the North the naval station at Port Royal, S. C.; it sealed Charleston and Wilmington to blockade runners; it captured Mobile and sunk the *Alabama*.

John Adolph Dahlgren was born in Philadelphia, Pa., November 13, 1809. His father, Bernard Ulric Gustavus Dahlgren, was the son of an eminent Swedish physician, and came from Sweden to Philadelphia in December, 1807. He at once applied for naturalization papers which were granted in 1812. In 1808 he was married to Martha Rowan McConnell of Philadelphia. He became a merchant, was afterward appointed Swedish and Norwegian consul, and died, July 19, 1824.

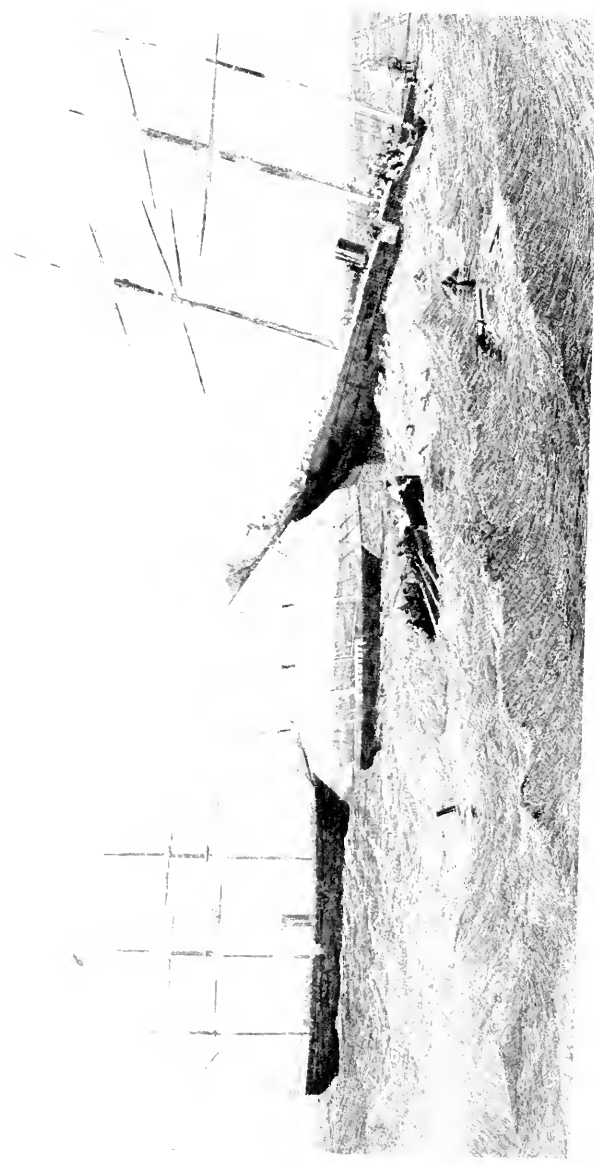
His son John Adolph was given a warrant as midshipman in the United States Navy, February 1, 1826; served in his first cruise on board the United States frigate *Macedonian*, and was attached to the *Ontario* of the Mediterranean squadron, 1830-'32.

In 1832 he passed an examination, and by reason of his proficiency in mathematics was detailed for duty in the United States coast survey service. He was commissioned lieutenant in 1837, and by advice of a physician, was given leave of absence. He spent two years of rest on a farm to recover his sight, then greatly impaired by reason of an injury to the optic nerve. In 1839 he was married to Mary Clement Bunker of Philadelphia, and in 1840 returned to duty, his eyesight fully restored.

In 1843 he sailed to the Mediterranean on the frigate *Cumberland*, returning later, in 1845, by reason of the threatened war with Mexico. He was assigned to ordnance duty at Washington in 1847, much against his wish, as his inclination was for active duty afloat.

His progress and promotion in the ordnance department was rapid and he introduced improvements and innovations that made the ordnance department of the United States Navy the most efficient and formidable in the world. He continued in the department for sixteen years, reaching the position of Chief of Ordnance.

The "Dahlgren Shell Gun" and its accessories was the crowning result of his inventions, and when in



SINKING OF THE "ALABAMA" AFTER HER BATTLE WITH THE "KEARSARGE."

1861 the Civil War put it to the severest tests, it proved the wisdom and forethought of its inventor and projector. He instituted the foundry for cannon, the gun-carriage ship, and the experimental battery.

He was made commander in 1855, and in order to test his apparent innovations he was allowed to equip the sloop-of-war *Plymouth*, with his eleven-inch guns and other modern ordnance considered too heavy for sea service.

In 1857 he visited the European coast from Portugal to Holland, and in 1858-'59 cruised in the West Indies, fully testing the efficacy and adaptability of his guns to naval warfare.

In the Civil War he was a valued adviser of the President. His guns and heavy ammunition quieted the *Merrimac* in Hampton Roads, opened the Mississippi at New Orleans and Vicksburg, gave Port Royal to the Union forces as a naval station, sealed Charleston, Wilmington and Savannah to blockade runners, captured Mobile, and sunk the *Alabama*.

In 1861 Commander Dahlgren was at the Washington Navy Yard, and on account of the disaffection in the navy he was the senior officer loyal to the government left in that yard, which he held for four days, until the Federal troops relieved him.

He was promoted captain in July, 1861, remaining commander of the yard. In July, 1862, he was made chief of the Bureau of Ordnance, and in February, 1863, he received from Congress a vote of thanks and

was made rear-admiral. In July, 1863, he succeeded to the command of the South Atlantic blockading squadron, which comprised ninety vessels of war, including the iron-clad monitor fleet at Charleston, and guarded three hundred miles of coast and twenty-five ports.

He succeeded in silencing Fort Sumter, and the batteries on Morris Island; put a stop to blockade running, led a successful expedition on the St. Johns River, co-operated with Sherman in the capture of Savannah and entered Charleston in February, 1865.

He commanded the South Pacific squadron in 1866, and was again chief of ordnance, 1869-'70, being relieved at his own request and appointed to the command of the Washington Navy Yard.

He did not make a brilliant naval record as he did not encourage pomp or display, but he accomplished a great work and will be remembered for the efficient gun he invented and gave to his country, together with his undivided service during the Civil War. His long career in the navy was marked by unfaltering loyalty and spotless integrity.

His son Ulric was killed before Richmond, Va., when leading a cavalry force in an endeavor to rescue the Federal soldiers confined in prison at the Confederate capital. He had fought at Fredericksburg, Chancellorsville and throughout the Virginia campaign. At Gettysburg he lost a leg and was promoted to a colonelcy. Another son, Charles Bunker, was a naval

officer who fought at New Orleans, Arkansas Fort and Vicksburg and on board the iron-clads on the Atlantic coast, and reached the rank of captain in command of the *Gettysburg*.

He died in Washington, D. C., July 12, 1870, and was buried in the family burying ground at Laurel Hill, Philadelphia, Pa.

Admiral Dahlgren published several valuable works, chiefly on ordnance, their titles including: "Exercise and Manœuver for the Boat Howitzer" (1852); "Boat Armament" (1852); "Percussion System" (1852); "Ordnance Memoranda" (1853); and "Shells and Shell Guns" (1859). He also wrote "Memoir of Ulric Dahlgren."



Charles Henry Davis.

XLIV.

CHARLES HENRY DAVIS.

To Flag-officer Davis belongs the credit of planning the first extensive naval flotillas used in the Civil War in connection with the operations of the army. To his genius when in a subordinate position, is due the possession of the coasts of North and South Carolina with Military Departments in both states. This put a decided check on blockade running when that means of raising revenue was of vital importance to the Southern Confederacy.

The operations of the gun-boats on the upper Mississippi after the signal victory gained by the navy under Flag-officer Foote at Island No. 10, in which the possibilities of the new engine of war had been demonstrated, increased public interest in that arm of the service.

The achievements of Captain Walke with the *Carondelet* decided the fate of the Confederate forts and water batteries that had been built with such consummate engineering skill and provided with an armament made up of the latest improved heavy guns to be procured in England.

Flag-officer Foote by reason of ill health attending injuries received in service, had been relieved, and Commodore Charles Henry Davis succeeded him as flag-officer of the upper Mississippi flotilla on May 9, 1862. The older officers hailed his coming with great satisfaction and looked to him as a leader who would not be content to be a mere witness to the naval

engagements directed by him, but a leader in person, a participant in victories, whose flag-ship would be the last in retreat.

He was born in Boston, Mass., January 16, 1807. When sixteen years old he joined the navy on board the frigate *United States*, and was stationed with the Pacific squadron from 1827 to 1829. In 1829 he was promoted passed midshipman and ordered to the *Ontario*, going with her to the Mediterranean. In March, 1834, he joined the *Vincennes* of the Pacific squadron, having attained the rank of lieutenant. Upon his return home he was transferred to the *Independence*, one of the vessels making up the Brazilian squadron, where he served until 1842, when he was ordered home and to shore duty in the ordnance department, and subsequently to the coast survey service.

In this line of duty he made valuable discoveries in locating the New South Shoals off Nantucket Island, directly in the track of European and coastwise vessels coming into the harbor of New York. This achievement in surveying skill removed the mystery that had been woven into many a story of the sea, and the numerous unaccountable wrecks and accidents attributed to the displeasure of old Neptune were found to be due to natural causes, thereafter named upon all charts. The merchant and marine insurance companies of New York passed special resolutions of thanks to Lieutenant Davis and the invaluable service he had rendered the merchant marine was

generally acknowledged. He inaugurated the publication of the *American Nautical Almanac* in 1849, and superintended its publication for several years.

His literary and scientific work was interfered with by the outbreak of the Civil War, when as a member of the coast survey he was made one of a board of officers entrusted with the task of inquiring into the condition of the harbors and inlets of the Southern coast, preparatory to the operations of Flag-officer S. F. Dupont in the expedition of the combined land and naval forces at Port Royal, S. C. In this service Lieutenant Davis was chief-of-staff to the flag-officer. This fleet was the largest in point of number of vessels ever placed in command of an American naval officer up to that time. It included fifty steamers and sailing vessels besides twenty-five coalers.

Lieutenant Davis had been active in accumulating and fitting out this expedition, and was better informed as to its armament and strength than any other officer connected with the fleet. It assembled at Hampton Roads, October 27, 1861. On October 29th the flagship *Wabash* gave signal and raised anchor, and was followed by the entire fleet out of the roads. When off Hatteras they encountered a severe storm and the vessels became separated. The suffering of the men during four consecutive days of continuous hurricane such as is only known off that stormy cape, is a chapter of unwritten history, and its deeds of heroism remain unsung.

Heroes are born not only in the glamour of battle, but as well in the dread conflicts between the elements, as each in turn makes a plaything of the men and ships that dare to cross their path. But heroes of the storm escape the record incident to the accompaniment of shot and shell. It was a battle for life against enraged and furious wind and wave, and the brave soldier and battle-scarred sailor when the storm was over, voiced a single expression that they would rather a thousand times encounter death in the line of battle or before the broadside of opposing ships-of-war than experience one night of such storm.

On November 4th, twenty-five of the fleet, including the flag-ship, anchored on the bar off Port Royal harbor, and the other vessels of the fleet that had weathered the storm came in day after day thereafter. Fleet Captain Davis after careful surveys, planted buoys to mark the channel, all former guides having been destroyed or misplaced by the Confederates, and the fleet passed safely into the inner harbor.

Subsequently Forts Walker and Beauregard were reduced by the naval squadron and undisputed possession was gained of the town and surrounding country.

A base of supply and operations for both the military and naval forces of the Federal government was thus formed. The army of occupation was under command of General W. T. Sherman, and the Confederate force driven out of town was commanded by General Drayton and the naval forces by Commander Tatnall

of the Confederate navy. The men made their escape in Tatnall's steamers and in army transports, but the works, ammunition, guns and provisions fell into the hands of the Federal forces. Flag-officer Dupont in his report of the capture especially commended the work done by Fleet Captain Davis and gave him credit for great bravery, skill and executive aid.

Meanwhile the condition of affairs in the West called for a naval commander, and the department selected for the service Captain Davis, who relieved Admiral Foote, May 9, 1862.

The next day he assumed command of the fleet, which at the time comprised seven partially iron-clad gun-boats arranged in two divisions. They commanded the Mississippi River above Fort Pillow, Tenn. The Tennessee shore was guarded by the first division, comprising three gun-boats, including Flag-officer Davis's flag-ship. The second division was stationed on the Arkansas shore of the river and embraced four gun-boats. They were anchored bow down stream.

Under orders from the retiring flag-officer they had been for two days in readiness for action with steam up and "on watch and watch," awaiting the Confederate fleet of nine gun-boats below the bend and also with steam up. There had been some firing with mortars, but no effective shot reached the enemy. The *Benton*, Phelps, commander, was flag-ship, and with the *Carondelet*, Walke, commander, and the

Pittsburg, Thompson, commander, made up the Tennessee shore division. The *Mound City*, Kilty, commander; the *Cincinnati*, Steubel, commander; the *St. Louis*, Eben, commander; and the *Cairo*, Bryant, commander, made up the Arkansas shore division. The crews were lying at their guns and the men were on watch for any movement of the enemy.

A mortar-boat under consort of the *Cincinnati* dropped down stream until nearly opposite Fort Pillow, and opened fire upon the enemy about 5 a. m. The Confederate ram fleet at once cleared for action and weighed anchor. The heavy black smoke from their fires was the first intimation Flag-officer Davis had of the intended attack. The *Carondelet* was the first to take the alarm, and her crew were at their guns and the ship cleared for action before the order came from the *Benton*. The gun tackle, swords, pistols, boarding pikes, rifles, gun-carriages, rammers and sponges, shot and shell, crowbars and handspikes, were ready at hand within three or four minutes.

It was 6.30 a.m. when the *Benton* made a general signal to get under weigh. The mist over the river prevented the signal being seen, and verbal orders were passed by the pilots of the *Pittsburg* and *Carondelet* through the trumpet. Slipping her hawser the *Carondelet* was the first to be off, and as she passed the *Benton* Flag-officer Davis ordered her to go ahead and not wait for the flag-ship. This action saved the *Cincinnati* which was four miles below and in great

danger, as the whole Confederate fleet was making for her, determined to effect her capture before the other vessels could come to her aid.

The *Carondelet* was a slow sailer, and the *Mound City*, which had not waited for orders, had caught up to her just at the critical moment. Together they drove off the Confederate fleet after the *General Bragg* had cut an immense hole in the starboard side of the *Cincinnati* and delivered several effective broadsides from her ports, severely wounding Commander Steubel. The other Confederate rams had given her the force of their iron prows in her wounded side. The *Carondelet* discharged repeated broadsides into the *General Bragg*, so disabling her machinery as to cause her to drift down the stream and out of the fight.

As the *General Van Dorn*, the *General Price*, and the *General Sumpter* advanced to continue the work of the *General Bragg*, the *Mound City* and *Carondelet* met them with continuous broadsides until their proximity to the *Cincinnati* endangered that vessel, which was in a sinking condition. The effect of the shot stayed the course of the Confederate fleet, as the *General Van Dorn* was the only one of the fleet to pass the *Cincinnati*. As she did so she ran for and delivered her sharp prow against the *Mound City*, and was answered by a broadside full into her bow.

The antagonists then drifted apart, the one steaming up the river and the other down stream, both

badly damaged. This left the *Carondelet* alone to oppose the *General Jeff Thompson*, the *General Lovell* and the *General Beauregard* which had come up to the support of the disabled fleet. On rounding to in the middle of the river, the *Carondelet* ran between the opposing fires of the remainder of the Federal fleet—which had reached the scene of action in this order: *St. Louis*, *Pittsburg*, and *Benton*,—and the re-enforced Confederate fleet. One or two grape-shot from the *Benton* swept across the deck of the *Carondelet*. The smoke was so dense as to prevent the operations of the several vessels being witnessed from the others, and the firing was necessarily interrupted.

During the confusion incident to this condition the Confederate flag-ship *Little Rebel* dashed into the midst of the Federal fleet and ran close under the *Benton's* broadside, but escaped annihilation by a skillful manœuver on the part of the pilot, who placed her under the lee of the disabled rams. As the smoke arose the Confederates were retiring, taking their disabled vessels with them. They were closely pursued by the *Carondelet* and *Benton*, keeping up a continuous fire from their bow guns until the Confederates found shelter under the guns of Fort Pillow. The *Mound City* sank at the first island above the scene of the fight, and the *Cincinnati* sank on the Tennessee shore. The *Carondelet* remained on the spot the day and night following, acting as a guard to protect the mortar-boats which the enemy had not harmed.

The Confederate naval force engaged in the battle of Fort Pillow was commanded by Captain J. E. Montgomery, who had not received a naval training. The engagement lasted one hour and ten minutes, and was the first of a series of pitched battles between the Federal and Confederate gun-boats on the Western waters.

Under guard of the gun-boats, the mortar-boats kept up the bombardment of Fort Pillow without interruption until that stronghold was evacuated June 4, 1862, and in the early morning of June 5, Flag-officer Davis with the *Benton*, *Mound City*, *Carondelet*, *St. Louis*, *Cairo*, and *Louisville*, accompanied by the ram fleet *Monarch*, *Queen of the West*, *Switzerland*, and *Lancaster*, under Colonel Ellet, rounded to at Fort Pillow and took possession of the abandoned works, Colonel Ellet hoisting the stars and stripes over the fort. The Confederates had spiked two 128-pounders which weighed 16,000 pounds each, and the entire fort was of superior construction and not equaled by any other of the Confederate strongholds.

On June 6 the fleet had reached Memphis, Tenn., before which city they found the Confederate fleet of Commander Montgomery drawn up in double line of battle ready to oppose them. The ram squadron under Colonel Ellet dashed ahead of the gun-boats and ran for the enemy's fleet.

They succeeded at the first onslaught in sinking one and disabling another of the Confederate iron-clads,

but in turn they were treated to the same method of warfare by the Confederate ram *Beauregard* which, missing Colonel Ellet's vessel, ran into the *General Price* and disabled her by tearing off her wheel. The Federal fleet then raked the *Beauregard* fore and aft with shot and shell until she found her grave in the river opposite Memphis. The *General Lovell* was badly rammed by *Queen of the West*, and under the effect of shot and shell from the Federal fleet she too found a grave for herself and many of her gallant officers and crew in the middle of the Mississippi. The *General Price*, *Little Rebel* and *Queen of the West* were disabled and ran ashore on the Arkansas side. The *Jeff Thompson* was next disabled, ran ashore and was blown up. The *General Sumter* was also disabled and captured, the *General Bragg* soon after sharing the same fate, her officers first running her ashore and escaping into the woods.

The *General Van Dorn* alone of the entire Confederate fleet escaped down the river, followed closely by the rams *Monarch* and *Switzerland*, from which she escaped by reason of her superior speed. An eye witness thus describes the fight :

“The people in thousands crowded the high bluffs overlooking the river, some of them apparently as gay and cheerful as a bright May morning, and others watching with silent awe the impending struggle. The roar of cannon and shell soon shook the earth on either shore for many miles ; first, wild yells, shrieks and clamors, then loud despairing murmurs, filled the affrighted city. The screaming, plunging shell crashed into the boats, blowing them and their crews into fragments ; and the rams rushed upon each other

like wild beasts in deadly conflict. Amidst all this confusion and horror, the air was filled with the coal and sulphurous blinding smoke; and as the battle progressed, all the cheering accents on shore were silent, every voice became tremulous and disheartened as it became evident that their fleet was faltering, and one after another of their vessels sank or became disabled. The deep sympathizing wail which followed each disaster went up like a funeral dirge from the assembled multitude and had an overwhelming pathos; but still they gazed through their flowing tears upon the struggle, until the last hope gave way, and then the lamentations of the bereaved burst upon the ear in deep, heartrending cries of anguish. The die was cast, and the crowd of mourning spectators melted away, in unutterable sadness for loved ones lost and their sanguine hopes of victory forever gone. The spectacle was one which subdued all feeling of resentment on the part of the victors, and awakened a natural sympathy toward the vanquished—their fellow countrymen—on shore. The general grief and the weight of woe inflicted on some of the spectators was such as could arise only from a civil war, like that in which we were then engaged. The crowning scene though less distressing was more terrific and sublime than anything which had preceded it. In the hour of triumph and naval supremacy when our gun-boats were returning to Memphis occurred the explosion of the *Jeff Thompson's* magazine. In an instant before a sound had reached our ears, the heavens were lighted up as by a magnificent coronet, its snowy white crest reaching beyond the clouds. Then came the terrific roar, and the scene—one that can never be forgotten—was of surprising beauty and grandeur.”

A few days after the battle and capture of Memphis, Flag-officer Davis dispatched the *Mound City*, *St. Louis*, and *Lexington*, followed by the *Conestoga* and three captured transports, up the White River. They proceeded about one hundred miles to St. Charles, a fortified Confederate stronghold. The *Mound City* opened fire, and the transports under this protection landed the troops that accompanied the expedition. A shot from the Confederate battery

struck the *Mound City*, piercing the steam chest, and the steam as it escaped dealt death or an agony ten times worse, to about two hundred of her crew. Only thirty-five escaped serious injury. Every officer but one was either scalded or killed. The land force captured the fort and the vessels of the fleet secured several river crafts loaded with cotton, which "loyal" owners claimed and the prizes were given up.

The fleet then returned to the Mississippi River, and there on June 30, learned from a Federal naval officer that Admiral Farragut had arrived above Vicksburg with eight of his fleet, and Admiral Porter with his mortar fleet was just below the city.

On the morning of July 1, the flotilla exchanged signals with Farragut's fleet. This movement secured the possession of the entire Mississippi, except before Vicksburg, to the Federal gun-boats, and enabled Farragut, Davis, and Porter to co-operate in their future movements against fortifications at Vicksburg and the few remaining Confederate iron-clads.

About this time Flag-officer Davis learned of the near completion of a formidable iron-clad ram and gun-boat combined, said to be equal in armament and armor to the *Virginia* or *Merrimac*, destroyed by the little *Monitor*. This Western terror was named the *Arkansas*. The Confederates boasted that she would speedily clear the Mississippi River of every Federal gun-boat and hold undisputed possession of the river.

In view of the presence of so dangerous an antagonist Captain Davis had the fleet strengthened by heavy timbers placed inside the iron-clad shields so as to protect the boilers, engines, and other vulnerable points, should the shot from the heavy guns of the *Arkansas* pierce the armor-plated sides. He then gave separate instructions to the commanders of the *Carondelet*, *Taylor*, and the steam ram *Queen of the West*, and they proceeded up the Yazoo River to reconnoiter, neither of the commanding officers being informed as to the object of their mission or of the possible danger attending it.

When they had proceeded six miles up the river the *Taylor* and *Queen of the West* being in the lead, as they were the better sailers, discovered the monster iron-clad of 1,200 tons burden with a sharp iron beak projecting four feet in front of her stem, and the entire sloping deck clad with railroad iron inverted so as to present a perfectly smooth surface. The two Federal vessels beat a hasty retreat, fearing to encounter the monster and desirous of notifying the Federal fleet before Memphis of the proximity and rapid approach of the dangerous antagonist. In their retreat they kept up a running fire from their stern guns which continued for an hour, when the *Arkansas* was found to increase her speed, intending to run the little gun-boats down.

At this critical moment the *Carondelet*, then still on her way up the river, reached the scene of action

and opened fire from her bow guns, and as she approached the *Arkansas*, avoided her sharp prow by a skillful turn of her wheel. This brought the two vessels side by side, and as they passed, the *Carondelet* discharged a full broadside on the armored side of the *Arkansas*, the shot doing no apparent harm.

The movement, however, enabled the *Carondelet* to turn around and use her bow guns fairly on the stern of the enemy, but the shot glanced from her invulnerable armor as had those discharged broadsides even in the closest possible range. The answering shot from the *Arkansas*, however, played havoc with the steering gear of the *Carondelet*, and she ran into shore pierced with thirteen shot holes and with her machinery greatly damaged. Of her crew four were killed, some wounded, many leaping overboard to escape the scalding steam from the chest pierced by the shot.

The *Taylor* meanwhile came under the protection of the *Carondelet* which was soon again afloat and steaming with her best efforts toward the protecting fleet six miles below. The *Arkansas* slackened her speed so as to keep alongside the two Federal gunboats and continued to pour shot from her heavy guns into their broken sides and stern. This running fight was kept up for over an hour, the *Arkansas* using her bow guns while the *Carondelet* and *Taylor* were thus enabled to use their stern guns, which were the ones least affected by the previous combat. The

distance between the vessels ranged from 500 yards to 20 feet.

As the *Arkansas* drew near the *Carondelet*, Captain Walke ordered his boarders on deck, determining at all hazards to risk a hand-to-hand fight rather than to let the unequal duel at close range continue. As the men appeared to carry out this intention the *Arkansas* increased her speed and passed the *Carondelet* within twenty feet. Taking advantage of this movement Captain Walke ordered his boarders below and directed a broadside against the pilot-house of the *Arkansas*, at the same time crowding her to the western shore of the river. As she passed, the *Carondelet* fired her bow guns into the stern ports of the *Arkansas*, shooting away her flag. The *Arkansas* gave chase to the *Taylor* and *Queen of the West*, while the steering ropes of the *Carondelet* being shot away, she ran helpless ashore.

The *Arkansas* ran through the anchored fleet of Farragut, Porter and Davis at the mouth of the river, and made her way to a place of safety where she repaired the damages done to her by the shot of the *Carondelet*. As she passed the Federal fleet she discharged broadsides right and left into the fleet and received in turn broadsides from the *Hartford*, *Iroquois*, *Richard*, *Essex* and *Benton*, but without slackening her speed, made her way to Vicksburg.

Her commander, Captain Isaac N. Brown, reported her loss, ten killed and fifteen wounded, others with

slight wounds. He added that her smokestack was shot to pieces and the vessel otherwise cut up.

The Mississippi squadron then passed to the command of Acting Rear-Admiral David D. Porter, and he added to the victories of the naval forces the conquest of all the Confederate strongholds.

Davis was commissioned commodore in July, 1862, and was chief of the bureau of navigation in Washington from 1862 to 1865. He was next made rear-admiral to date from February, 1863.

He was superintendent of the United States Naval Observatory at Washington, 1865-'67; commanded the South Atlantic squadron 1867-'69; was a member of the light-house board; commander of the Norfolk Navy Yard, and finally resumed his old place as superintendent of the Naval Observatory.

He died in Washington, D. C., February 18, 1877.

XLV.

FRANKLIN BUCHANAN.

He opposed Admiral Farragut in the battle of Mobile Bay, and as commander of the formidable iron-clad *Tennessee* gave to the Admiral a valiant and ably conducted fight against great odds and did not surrender until so severely wounded as to incapacitate him from commanding his ship.

Franklin Buchanan was born in Baltimore, Md., September 17, 1800. He joined the United States Navy and was a midshipman at fifteen; a lieutenant at twenty-five; and master-commandant at forty-one.

His service in the United States Navy included the safe delivery of the *Baltimore*, a steam frigate built for the Emperor of Brazil, at the port of Rio de Janeiro in July, 1826. He assisted in organizing and was the first superintendent of the United States Naval Academy at Annapolis, 1845-'47; commanded the *Germantown* in the siege of Vera Cruz in 1847, under Commodore M. C. Perry, and accompanied that officer in the expedition to China and Japan as commander of the flag-ship *Susquehanna* in 1853-'54. He was made captain in 1855, and commanded the Washington Navy Yard, 1859-'61. In April, 1861, he resigned his commission in the United States Navy in the full belief that his native state was about to pass the ordinance of secession. When Maryland failed to pass the ordinance he asked to be reinstated in the navy



Franklin Buchanan.

but was refused and he thereupon offered his services to the Confederacy in September, 1861, and was placed in charge of the construction and equipment of the iron-clad *Merrimac* or *Virginia*.

When the vessel was completed he brought her out of the navy yard at Norfolk, and attacked the Federal fleet at Hampton Roads, March 8, 1862, destroying the *Congress* and *Cumberland* and placing the entire fleet at jeopardy. He was wounded in the encounter and was not in command of the iron-clad on the following day when she encountered the *Monitor* and was defeated. For his action in the fight of the 8th he received from the Confederate Congress a note of thanks for his gallantry, and was promoted to the full rank of admiral and placed in command of the Confederate navy as senior officer.

He commanded the naval defenses of Mobile in 1863, and suggested and superintended the construction of the iron-clad ram *Tennessee*, the most effective vessel brought against Admiral Farragut's fleet in the battle of August 5, 1864.

In this battle Admiral Buchanan formed his vessels across the channel in single line, flanked on either wing by powerful land batteries. As Farragut's fleet approached, the four monitors formed a single column to the right of the wooden fleet. Buchanan allowed the Federal fleet to get into short range before he ordered his fleet and the batteries on land to open fire, which was delivered with terrific effect.

The first opponent to the *Tennessee* was the United States monitor *Tecumseh*, which had crept up in good form and was ready to deliver her 12-inch solid shot against the sides of the Confederate ram when she was seen to reel and disappear beneath the waves, a victim to a torpedo, and her gallant commander, T. A. Craven and most of her crew were confined in her iron hulk. The *Brooklyn*, which followed in the wake of the *Tecumseh*, when her officers witnessed this disaster, stopped the vessel and the whole fleet seemed to be paralyzed. The Confederate admiral made good use of his opportunity by signalling the fleet and batteries to keep up a continuous fire.

It was at this moment that the determination of one man snatched victory from defeat and notwithstanding the skill and heroism of Admiral Buchanan encompassed the destruction of the *Tennessee* whose power at that moment was supreme.

Admiral Farragut, seeing the fleet hesitate, shouted through his trumpet :

“What’s the trouble?” and when the answer came “Torpedoes!” he called back :

“Damn the torpedoes! Four bells. Captain Drayton, go ahead. Jouett, full speed.”

His flag-ship, the *Hartford*, took the lead and the entire fleet passed the forts and took refuge out of the way of Fort Morgan.

Admiral Buchanan was not yet defeated. Without delay he directed the *Tennessee* to ram the *Hartford*,

and on the way encountered the *Monongahela*, to which vessel the ram paid no attention. As the ship struck the iron-clad obliquely she slid off with no damage to the *Tennessee*, and as she passed the *Monongahela* the admiral directed the battery to give her a salute, and two heavy twelve-pound solid shot passed through her.

The shot from the Federal fleet glanced off the sides of the *Tennessee* and she continued on her way, giving the entire Federal fleet as much as they could do to steer clear of her iron prow. Her batteries were playing havoc with the wooden fleet, while their heaviest shot rolled down the iron-clad's sides like pebbles. The monitor *Chickasaw* then approached the *Tennessee* and hung to her side like a bulldog. Finding her gables less protected she poured shot after shot into them, the first to do any damage.

Meanwhile, the guns of the *Tennessee* were directed to drive off the little antagonist. One shot cleared her of her smokestack, another damaged her steering gear. Just as Admiral Buchanan thought he had won the day the monitor *Manhattan* crept up and delivered a shot that penetrated the vessel and disabled her machinery. Admiral Buchanan was severely wounded, and having made so gallant a fight he as gallantly struck his flag and the battle of Mobile Bay was over. He was a prisoner of war until February, 1865, when he was exchanged.

He died in Talbot County, Md., May 11, 1874.



Raphael Semmes.

XLVI.

RAPHAEL SEMMES.

“There is no doubt that for intrepidity and daring no American ever commanded a vessel who surpassed him in courage.”

Montgomery, (Ala.) Advertiser.

Raphael Semmes was born in Charles County, Md., September 27, 1809. He was appointed a midshipman in the United States Navy in 1826, spent six years in private study, and entered upon the active duties of his profession in 1832.

He returned from his first cruise in 1834, and while in waiting orders studied law and was admitted to the bar with no intention, however, of abandoning his chosen profession.

He was promoted lieutenant in 1837, and was flag-lieutenant under Commodore Conner in the Gulf squadron before and at the time of the Mexican War.

Under Commodore Perry he took part in the siege of Vera Cruz and commanded the naval batteries planted on the shores when it was decided not to continue the bombardment of the fort. He commanded the United States brig *Somers*, named after the gallant hero of Tripoli, in the blockade of the Mexican coast when that vessel foundered and most of the crew were drowned. He served on the light-house board on the

gulf coast and as secretary of the board at Washington 1848-'61.

When Alabama seceded, February 15, 1861, he resigned his commission in the United States Navy and reported to Jefferson Davis at Montgomery. He was entrusted with a mission to buy war material, and to hire mechanics skilled in the construction of guns and ordnance. He travelled through the north and procured thousands of tons of ordnance and powder and many workmen competent to erect and operate powder mills in the south and to manufacture light ordnance. He also secured several steamers of light draught.

He returned to Alabama in April, 1861, took the oath of allegiance to the new government and was assigned to the command of the *Sumter* at New Orleans, the pioneer vessel in the Confederate navy. She was armed with four 24-pounder howitzers and a heavy 8-inch shell-gun. She escaped to sea while the United States steam sloop *Brooklyn* was blockading the mouth of the Mississippi delta after being chased for four hours by the *Brooklyn*. He cruised in the West Indian waters and captured twelve prizes in as many days, when he ran into Cienfuegos for supplies. He then continued his cruise, capturing a great number of prizes and landing at various ports in the West Indies and South America.

On entering the port of Gibraltar the United States gun-boat *Tuscarora* blockaded the *Sumter*.

The *Tuscarora* was soon joined by the *Kearsarge*, and this precluded the chance of escape, so Captain Semmes abandoned his vessel under the pretence of selling her. His diary about this time, after recounting the successes of the *Sumter* and the number of prizes taken, reads: "We have thus far beaten the vandal hordes that have invaded and desecrated our soil. The just God of Heaven, who looks down upon the quarrels of men, will avenge the right."

After the sale of the *Sumter* Captain Semmes went to England, where he arranged for the speedy completion of a cruiser then in an unfinished condition. He had the armament loaded in a barque and dispatched to the Azores, and the cruiser soon put to sea and received her armament at Augra bay, where Captain Semmes, his officers, and twenty sailors, also joined her. He thereupon hoisted the Confederate flag. Then started a career which can scarcely be duplicated in the history of the world. For two years the *Alabama* sailed, sweeping the seas with a thoroughness which attracted the comment of the merchant service of the world and amazed the nations of civilization.

England was filled with wonder and concern as report after report came in of captures and fights, as the little sea hermit, sent out from her dockyard in the face of neutrality laws, darted here and there, leaving in its wake a long list of plundered ships and burned vessels.

The cupidity of the commercial Englishman was aroused as he saw a possibility of private gain from Semmes's intrepidity and recklessness.

This led to the formation of a syndicate to buy the captured ships, and good English gold was paid to Semmes and his crew, with the understanding that the captured ships should be landed on the Hottentot coast, but there is no record of the syndicate getting any prizes.

In two years Captain Semmes made 78,000 miles and had captured sixty-three American vessels. Of these he destroyed fifty-three, released nine on ransom bonds, and made one a tender. In all this time no United States war vessel had sighted the *Alabama*. Merchantmen were continually on the watch and were in terror of every unknown craft. This spectre of the deep swept the seas everywhere, and no American ship flying the Stars and Stripes was safe.

It was not till January 11, 1865, that the real *Alabama* was sighted in the harbor of Cherbourg, France. The news of the discovery thrilled the whole North and the Navy Department ordered all available swift sailing vessels to the pursuit.

Semmes appreciated the desperate position and might have escaped by flight before a United States war-ship could reach the port.

But Raphael Semmes had been trained in the American navy and was at that moment an American seaman fighting under an American flag, though not

the Stars and Stripes of his youthful inspiration. As a secessionist or revolutionist he had not relinquished his Americanism and no American naval officer whether fighting for the northern or southern section could endure the stigma of fleeing before an enemy.

Had he known that his powder was useless from age, that his shells were defective and would not explode and that his guns were incapable, he might have pursued another course, but Semmes knew his hardened, toughened crew. He also knew his own ability and knew not fear.

When the *Kearsarge*, Captain Winslow, appeared off the port he made ready for battle. He saw the shores and docks off Cherbourg lined with sight seers eager to witness the naval duel between the Stars and Stripes of the North and the Stars and Bars of the South.

The *Alabama* opened with her starboard battery and tried to close with the *Kearsarge*. A broadside from that war-ship tore away the bulwarks of the *Alabama* and disabled her pivot gun. Another round and the *Alabama* was unable to respond to her helm. A 10-inch shell from the *Kearsarge* exploded in the engine room and the *Alabama*, with several feet of water in her hold, gave a death shiver. Captain Semmes ordered all sails set, hoping to reach the French coast ere his gallant ship sank beneath his feet.

The order, "All hands save yourselves!" was reluctantly given, and the wounded were sent off in the only boat not shot to pieces.

The Confederate flag was not lowered, but Captain Semmes and his brave lieutenants, dressed in full Confederate naval uniform, stood on the deck. As the *Alabama* gave a lurch Semmes stepped to the side of his ship and threw his sword into the sea. Then he followed. The English yacht *Deerhound*, that had stood off to witness the duel, came to the rescue of the officers before the boats of the *Kearsarge* could gain the place, and just then the *Alabama*, with her stern deep into the water dropped, her bowsprit being the last object visible above the waves.

Captain Semmes was carried to London where he was lionized, presented with swords, and continually fêted. He made his way to his home through Mexico and on reaching Richmond was made rear-admiral and placed in command of the squadron operating on the James river guarding the approach to Richmond.

After the war he practiced law and was elected a judge. He subsequently became an editor and wrote accounts of his naval exploits on the *Alabama* under the titles "The Cruise of the *Alabama* and *Sumter*" (1864); "Memoirs of Service Afloat During the War Between the States" (1869).

He died in Mobile, Ala., August 30, 1877.

XLVII.

THE NAVY IN THE WAR WITH SPAIN.

In the spring of 1898 the United States and Spain stood before the world in the attitude of belligerents. Spain had a fleet that no naval constructor in the service of any nation at that time could improve. In armor, in guns, in ammunition and in the accessories of torpedoes, torpedo-boats and torpedo-boat destroyers, the nations of Europe had nothing better to offer.

Her army in Cuba numbered above one hundred thousand acclimated men, armed with the best rifles, provided with smokeless powder and having the most effective projectile known to modern warfare. The men were on their own soil under efficient officers, and the defenses behind which they were entrenched were models of military skill.

The battles before Santiago gave an index to the determined stand Spanish soldiers could make, and the length of the war, determined by the results of that series of battles, was an unsolved problem.

It was not the fear of the issue as between the acclimated troops of Spain with their powerful ally the

deadly fever, on one side, and fifty thousand regulars and one hundred thousand volunteers — as brave men as ever stood in line of battle — on the other, that determined the issue of the war.

On May 4, 1898, the beginning of the end was foretold when Commodore George Dewey steamed into Manila Bay and before breakfast annihilated the Spanish fleet defending that harbor, without the loss of a single American sailor. The end came in July, 1898, when Commodore Sampson directed the blockading fleet before Santiago harbor not to allow Cervera's battle-ships and torpedo-boat destroyers to escape, and when the Spanish admiral did make the effort on July 3d, the last ship of Spain's boasted navy was a wreck on the rocky shores of Santiago.

The American navy decided the issue of the war with Spain, and without detracting from the heroism and patriotism of the American soldier in that war, it remains for the impartial historian to place the credit where it belongs.

The smoke had hardly arisen from the scene of destruction off the harbor of Santiago when England took measures to strengthen her already supreme naval establishment, and this with no fear of immediate or even prospective use. A lesson had been taught by America that the world was not slow to learn, — that the emblem of the powerful battle-ship of the future would be a dove.

Secretary of the Navy John D. Long, in the *Boston Herald* of November 13, 1898, pays this tribute to the conduct of the Navy in the War with Spain:

“It is with great pleasure that I respond to the request to give my testimony in behalf of the Navy. Nothing could be finer than its record during the present war, or furnish better evidence of the high standards it has attained in every branch. A great many influences have worked to this end: a fine spirit is inculcated at the beginning at the Academy; the War College has been a great stimulus to high professional standards; the training schools for seamen have elevated their character; it has also been an important factor that our naval officers have such a variety of work and experience, serving for a few years afloat, then following the more direct lines of the service, and then as many years ashore engaged in duties which develop business qualifications, scientific attainments, and large general comprehension. Those who have not been on board one of our great battleships are unaware of what a compendium of the whole world of mechanical enterprise it is. Electricity, steam, hydraulics are all in use; the business of housekeeping is made a science; there is an establishment for printing; a plant for distilling water; a pharmacy and surgical operating room, and, indeed, almost every feature of civilized life. When, therefore, men, whose range of experience and training has been on such broad fields, took up the business of making war, they knew what they were about; they added to brains the elements of skill and experience; were hampered by no political complications; their sole duty was to do their professional duty, and how well they did it the result shows. The absence of the loss of life, or even of ordinary casualties to person or property, is simply marvellous. One of the brightest pages in the story is that of the medical department, which made just as good a record on land as at sea. Not only was the health of our sailors on board ship good, but the marines who fought the first land battle and remained ashore at Guantanamo, made the same fine record in that respect.

“Some new features were introduced into the naval service during the present war. The *Solace* is, I think, the first naval hospital ship. She was bought, put in perfect condition in about ten days, and has been a floating hospital with all that that means in the way of comfort



Charles Edgar Clark.

Here he coaled and joined the fleet blockading the northern coast of Cuba, May 29, and the fleet of Commodore Schley off Santiago de Cuba, June 1, 1898.

He was, like Admiral Dewey, a Vermont boy, having been born in Bradford, August 10, 1843. His father, James Dayton Clark, was a bookbinder in Montpelier, Vt., and his mother was Mary Saxton. His great-grandmother, Lois (Williams) Clark, a descendant of Robert Williams, settled in Roxbury, Mass., in 1636, and removed with her children to Bradford Vt., after the death of her husband, James Clark, who was a descendant of Myron Clark of Marblehead, Mass. His maternal grandfather, Major Hiram Saxton, was a soldier with the Vermont troops during the War of 1812 and his maternal grandmother was the daughter of Captain Williams of Wilmington, Vt., an officer of the Continental army.

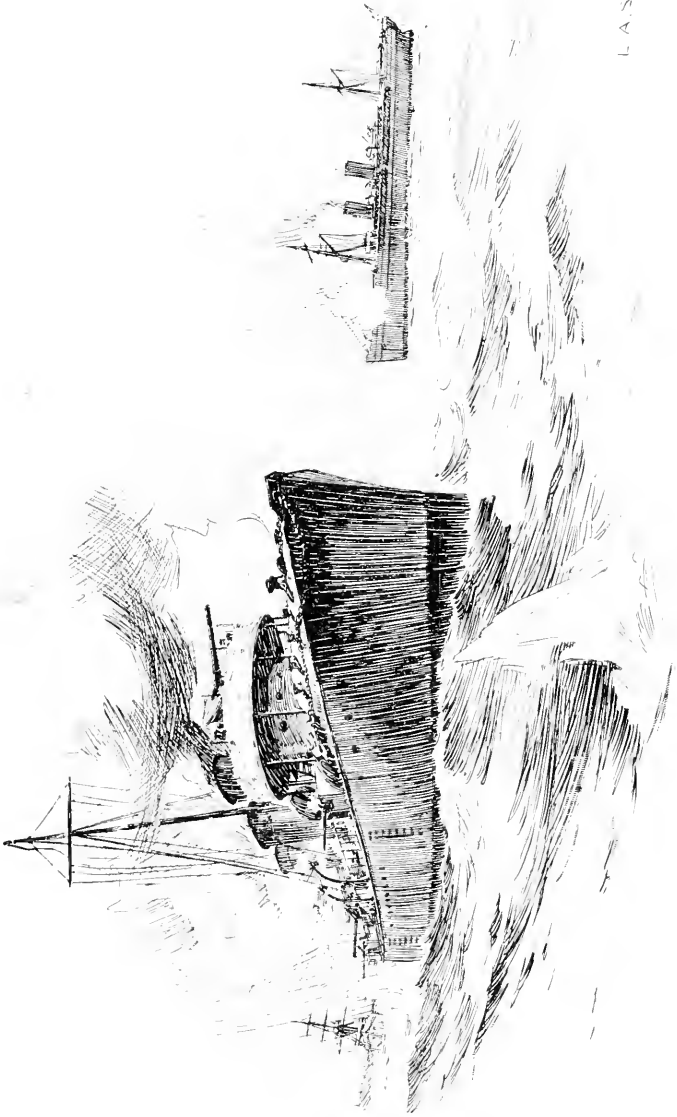
Charles attended the district school and the Academy in Bradford. His brother Granville Lloyd, seven years his junior, went west and became a ranchman in Nebraska. Charles was appointed to a cadetship at Annapolis through the influence of Representative Justin S. Morrill, afterward United States senator from Vermont.

He entered the Naval Academy, September 29, 1860, in the class of 1864. This was a remarkable class in that Charles Dwight Sigsbee, Commander of the *Maine* and of the *St. Paul*; Charles Vernon Gridley, Commander of the *Olympia*, flag-ship of Commodore

Dewey; Bowman Hendry McCalla, commander of the *Marblehead*; Robley Dunglison Evans, commander of the *Iowa*; Colby Mitchell Chester, commanding South Atlantic Station; Henry Glass, commander of the *Charleston*; Casper Frederick Goodrich, commander of the *St. Louis*; Joseph Bullock Coghlan, commander of the *Raleigh*; Francis Augustus Cook, commander of the *Brooklyn*; James Hoban Sands, commander of the *Columbia*; Frank Wildes, commander of the *Boston*; and Benjamin Peffer Lamberton, who succeeded Gridley as commander of the *Olympia*, were all fellow-middies at Annapolis.

The need for naval officers in the Civil War called the greater part of the class of 1864 into active service before the completion of the course, and Midshipman Clark was made acting ensign, October, 1863; master, May 10, 1866; lieutenant, February 21, 1867; lieutenant-commander, March 12, 1868; commander, November 16, 1881; and captain, June 21, 1886.

His first sea service was under Admiral Farragut, attached to the western gulf blockading squadron. He took part in the battle of Mobile Bay, and in the attack upon and capture of Fort Morgan. After the war he was attached chiefly to the Pacific and West Indian stations. He was on board the flag-ship of Commodore Rodgers at Valparaiso, S. A., when the United States commodore vainly urged the English admiral, present in the harbor, to unite with him in preventing the bombardment of the city, and he



L.A.S

The Terror Retreating from the St. Paul

FROM BOSTON HERALD.

witnessed several engagements between the Spanish fleet and the Peruvian batteries at Callio.

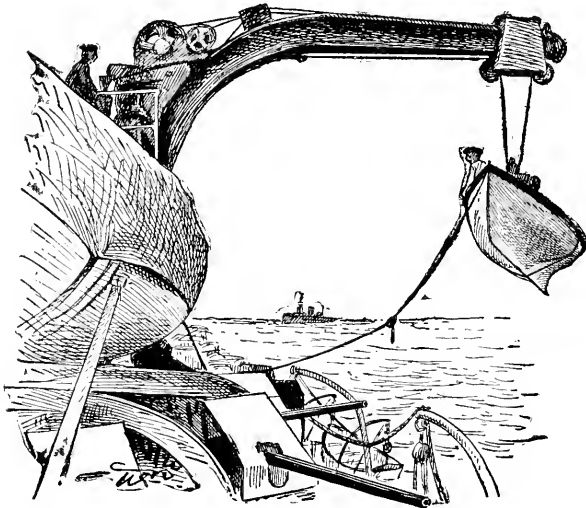
He was on board the United States ship *Sewanee* when that vessel was lost off the coast of British Columbia, July 7, 1869, and with a large portion of her crew was rescued by the British ships *Sparrow* and *Hawk*, and landed on Hope Island where he commanded the shipwrecked party to protect them from the ravages of Indians, till they could be taken off by a steamer sent to their rescue by Admiral Thatcher.

He was on duty at the Brooklyn and Portsmouth Navy Yards and as instructor in the U. S. Naval Academy at Annapolis, 1870-'73; and served in the Asiatic station on board the *Hartford*, the *Monocacy* and the *Kearsarge*, 1873-77. He was then on duty at the Charlestown Navy Yard, 1877-'80. He commanded the training ship *New Hampshire* in 1881; made a survey of the North Pacific coast, 1883-'86; and was light-house inspector, 1889-'91.

He was assigned to the Mare Island Navy Yard, serving as captain of the yard, 1891-'93, and he was a member of various examining boards, 1893-'95. He commanded the receiving ship *Independence* at the Mare Island Station, 1895-'96; commanded the *Monterey*, 1896-'98; and was transferred to the battleship *Oregon*, March 19, 1898, then under orders to join the Atlantic squadron on account of threatened war with Spain.

The *Oregon* took part in these engagements with the batteries defending the entrance to Santiago de Cuba harbor and in the battle of July 3, when the Spanish fleet was destroyed. He was detached from the *Oregon*, August 6, 1898, and ordered to the naval hospital at Brooklyn, New York, and on August 27 was granted two months' leave of absence.

He was married to Maria Louisa, daughter of Wendell T. and Maria Louisa (Russell) Davis of Greenfield, Mass. Their daughters were married, one to Lieutenant Samuel S. Robison, and the other to Lieutenant Charles F. Hughes, both officers in the United States Navy.



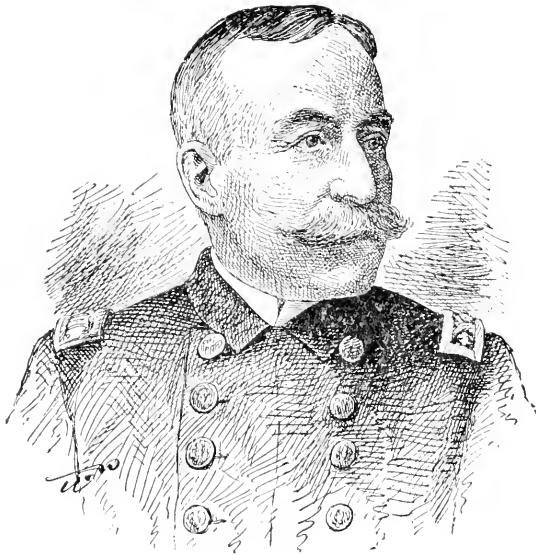
XLIX.

GEORGE DEWEY.

“The great heart of our nation throbs, not with boasting or greed of conquest, but with deep gratitude that this triumph has come in a just cause, and that, by the grace of God, an effectual step has thus been taken toward the attainment of the wished-for peace.”—*President McKinley on learning of Dewey's victory in Manila Harbor.*

The hero of Manila Bay was born in Montpelier, Vermont, December 26, 1837. His father, Julius Yemans Dewey, was a leading physician in Montpelier, and his grandfather, Simeon Dewey, was a thrifty farmer who migrated to Vermont from Hanover, N. H. His mother was Mary Perrin.

George was an attendant of the village school and a ringleader in sport, frolic and boyish pranks. The boys were accustomed to rule the schoolmaster, but a new teacher, Major Z. K. Pangborn, determined to rule the boys and to that end began by giving George a severe flogging. He then accompanied the boy to his home where he displayed to the father the results of the chastisement inflicted, which George had taken without flinching. The Spartan father, who was the village doctor, neither commiserated with the lad nor cursed the teacher, but asked the boy if his punishment was sufficient to secure obedience to the orders of the school, and remarked that if such was not the case he would add to the sore back some additional stripes.



Genl Dewey

George as heroically acknowledged submission to authority, as he had stood up to the ordeal of the rod wielded by the sinewy arm of the "new teacher" and after the good doctor had applied a lotion to the wounds he allowed George to remain at home a day or two to let his pride as well as his bruised skin heal.

This incident was the beginning of a true and lasting friendship between the future Admiral and Major Pangborn, and George followed the teacher when he left Montpelier to another school at Johnson, Vermont. After spending some time at Johnson he attended the Academy at Montpelier and in 1852 entered Norwich University, a military school, where he learned to shoulder a musket and go through the manual of arms.

In 1854 he prevailed upon his father to allow him to carry out the cherished desire of his boyhood days to join the navy, and Dr. Dewey readily obtained for his son an appointment to Annapolis through the Hon. James Meecham, representative in Congress from that district, who was also a college professor and a Congregational minister.

Young Dewey found at the Naval Academy the life of which he had so long dreamed, and his progress was so rapid that on commencement day in 1858 he found himself fifth in his class. He was now a passed midshipman in the United States Navy and was assigned to the United States frigate, *Wabash*, attached to the Mediterranean squadron. Returning home in 1859, he was given leave of absence and was resting at his

boyhood home among the hills of Vermont when the news of the firing upon the Stars and Stripes that floated over Fort Sumter aroused him to the fact that his country was in need of him, and he hastened to the national capitol to report for duty. He was commissioned lieutenant, April 19, 1861, and was assigned to the steam sloop-of-war *Mississippi*, a side wheeler of 17 guns commanded by Captain Melancthon Smith.

The *Mississippi* left Hampton Roads, Va., as one of the vessels making up the fleet of Flag-officers Farragut and Porter, ordered to operate with the west gulf blockading squadron in reducing Forts Jackson and St. Philip on the Mississippi river below New Orleans, and to capture the city.

In the order of battle the *Mississippi* was assigned to the first division under Captain Theodorus Bailey, who on the *Cayuga* as flag-ship, led the division and the fleet. His orders from Flag-officer Farragut were to run the gauntlet of Fort Jackson which was on the right, and to open fire only when reaching Fort St. Philip on the left bank of the river. The *Mississippi* was the third vessel in the first division being preceded by the *Cayuga* and the *Pensacola*.

The forts were passed on April 24, and after the passage, a fleet of eleven Confederate vessels including the two rams (iron-clads), the *Manassas* and the *Louisiana*, were in the river disputing the passage. They together attacked the *Varuna* and sunk her when Captain Bailey volunteered to ram the *Manassas*

with the *Mississippi*, and to destroy her, which service was accepted by Farragut and accomplished by a double broadside from the *Mississippi*.

The rest of the Confederate vessels were speedily disposed of by other vessels making up the fleet of Flag-officer Farragut. On the 29th of April, the city of New Orleans was taken possession of by the United States marines, under command of Captain John L. Broome, and the Stars and Stripes hoisted over the Custom House, and on May 1st the city was formally possessed by the United States army under General B. F. Butler.

The *Mississippi* was sent down the river after the destruction of the Confederate fleet to look after General Butler's transports, and to intercept the Confederate ram *Louisiana*, which had escaped while the fleet was passing Fort Jackson, and was blown up by the Confederates while under a flag of truce. They were negotiating for the surrender to Flag-officer Porter of forts, floating batteries and munitions of war.

This cleared the river below New Orleans, and broke the back-bone of the Confederate strength.

In undertaking to run the batteries of Port Hudson, the *Richmond* became disabled, and in trying to steer clear of her the *Mississippi* ran aground and stuck in the mud within one hundred yards of the Confederate batteries, so close in fact, that the sailors on the *Mississippi* could hear the gunners talking within the fort. The battery at once opened fire on

the helpless side wheeler and the vessel was soon in a blaze from stem to stern.

Lieutenant Dewey was in charge of the gun-deck, and at once gave orders to spike the guns, while the crew not so employed were jumping overboard on the side opposite the battery to escape the flames. The captain with Lieutenant Dewey were the last to leave the burning vessel, and they were taken ashore by Seaman James Ruskin in a catamaran. While trudging through the swamps and woods, they met a band of Confederate guerillas, who, recognizing in the ship-wrecked sailors no officers of rank, they let them pursue their course unmolested. Dewey had cut the buttons from his coat and thus avoided capture.

Admiral Porter in his *Naval History of the Civil War* thus describes the exploit and its result :

“The steamship *Mississippi*, Capt. Melancthon Smith, followed in the wake of the *Monongahela*, firing whenever her guns could be brought to bear. At 11.30 o'clock she reached the turn which seemed to give our vessels so much trouble, and Capt. Smith was congratulating himself on the prospect of catching up with the flag-officer, when his ship grounded and heeled over three streaks to port.

“The engines were instantly reversed, and the port guns run in in order to bring her on an even keel, while the fire from her star-board battery was re-opened upon the forts. The engines were backed with all the steam that could be put upon them, and the backing was continued for thirty minutes, but without avail.

“It was now seen that it would be impossible to get the ship afloat.

“Capt. Smith gave the order to spike the port battery and throw the guns overboard, but it was not done, for the enemy's fire was becoming so rapid and severe that the captain deemed it judicious to abandon the ship at once in order to save the lives of the men.

“While preparations were being made to destroy the ship the

sick and the wounded were lowered into boats and conveyed ashore, while the men at the starboard battery continued to fight in splendid style, firing at every flash of the enemy's gun. The small arms were thrown overboard and all possible damage was done to engine and everything else that might prove of use to the enemy.

"The ship was at first set on fire in the forward storeroom, but three shots came through below her water line and put out the flames. She was then set fire in four places aft, and when the flames were well under way, so as to make her destruction certain, Capt. Smith and his first lieutenant (George Dewey) left the ship, all the other officers and crew having been landed before.

"The *Mississippi* was soon in a blaze fore and aft, and as she was now relieved of a great deal of weight — by the removal of her crew and the destruction of her upper works — she floated off the bank and drifted down the river, much to the danger of the Union vessels below. But she passed without doing them any injury, and at 5.30 o'clock blew up and went to the bottom.

"The detonation was heard for miles around, and exceedingly rejoiced the hearts of the Confederates along the banks of the river."

In July, 1863, Lieutenant Dewey was with the gun-boat flotilla that engaged the Confederates below Donaldsonville, and in the spring of 1864, he was on duty at the Kittery Navy Yard, Portsmouth, N. H., and was attached to the North Atlantic blockading squadron on board the steam gun-boat *Agawam*, one of the fleet that made the two memorable attacks on Fort Fisher, N. C., in December, 1864, and January, 1865, in the latter of which the fort was captured.

He received his commission as lieutenant-commander, March 3, 1865, served on the *Kearsarge* as executive officer 1865-'67 and on the flag-ship *Colorado* of the European squadron, 1867-'68. In 1868 he was assigned to duty at the Naval Academy, Annapolis, and in 1870, received his first command,

that of the *Narragansett*, with which vessel he was detailed to special service receiving while on that duty, his commission as commander, and from 1872 to 1875 having charge of the Pacific survey.

He was lighthouse inspector from 1875 to 1877; secretary of the lighthouse board, 1877-'82, and commanded the *Juniata* of the Asiatic squadron, 1882-'84. He was promoted to the rank of captain in September, 1884, and commanded the *Dolphin*, one of the four new ships making up the original "white squadron." He commanded the *Pensacola*, flag-ship of the European squadron, 1885-'88, and was chief of the bureau of equipment and recruiting, 1888-'93 with the rank of commodore given him August 1, 1889, and a member of the lighthouse board for a second time, 1893-'96.

He received his commission as commodore, February 28, 1896, and at the same time was made president of the Board of Inspection and Survey at Washington, D. C., serving from 1896-'98. On January 1, 1898, he was placed in command of the Asiatic squadron, and after the battle of the Bay of Manila, May 1-2, 1898, he was promoted to the rank of acting rear-admiral, May 12, 1898, and received the thanks of the President and the joint houses of Congress, May 10, 1898.

Commodore Dewey's fleet cruising in Asiatic waters in the spring of 1898, comprised the protected cruisers *Olympia*, *Baltimore*, *Raleigh* and *Boston*, and

the gun-boats *Concord* and *Petrel*. The flag-ship *Olympia*, an unarmored steel protected cruiser of 5,870 tons displacement — 21.6 knots speed, 17,313 horse-power, armed with four 8-inch breech-loading rifle guns as a main battery with a secondary battery of fourteen 6-pounders rapid fire, six 1-pounder rapid firing cannon, and four Gatling guns, was built in 1891-'92 at a cost of \$1,796,000 and was commanded by Captain C. V. Gridley. The *Baltimore*, an unarmored protected cruiser of 4,413 tons displacement, with a speed of 20.09 knots, 10,064 horse-power, armed with four 8-inch and six 6-inch breech-loading rifles as a main battery with a secondary battery of four 6-pounders rapid fire, five 1-pounder rapid fire cannon, four thirty-seven to the minute Hotchkiss revolving cannon and two Gatling guns, was built in 1887-'88 at a cost of \$1,325,000 and was commanded by Captain N. M. Dyer. The protected cruiser *Raleigh* of 3,213 tons displacement, a speed of 19 knots, 10,000 horse-power, a main battery of ten 5-inch and one 6-inch rapid firing guns and a secondary battery of eight 6-pounders rapid fire, four 1-pounder rapid fire cannon and two Gatling guns, was built in 1889-'90, at a cost of \$1,100,100 and was commanded by J. B. Coghlan. The protected cruiser *Boston* of 3,000 tons displacement, a speed of 18.6 knots, 4,030 horse-power, a main battery of six 6-inch and two 8-inch breech-loading rifles, a secondary battery of two 6-pounders and two 3-pounder rapid fire, two 1-pounder rapid firing cannon and two Gatling

guns, was built in 1883-'84 at a cost of \$619,000, and was commanded by Captain Frank Wildes. The gun-boat *Concord*, 1,710 tons displacement, a speed of 16.8 knots, 3,405 horse-power, a main battery of six 6-inch breech-loading rifles and a secondary battery of two 6-pounder rapid fire, two 3-pounder rapid fire guns, 237 new Hotchkiss revolving cannon and two Gatling guns, was built in 1888-'89 at a cost of \$490,000 and was commanded by Commodore Asa Walker. The gun-boat *Petrel*, 892 tons displacement, 1,095 horse-power with a main battery of four 6-inch breech-loading rifles and a secondary battery of one 1-pounder rapid firing gun, 227 new Hotchkiss revolving cannon and five Gatling guns, was built in 1887-'88 at a cost of \$247,000, and was in charge of Commander E. P. Wood.

On Monday, April 25, 1898, Commodore Dewey received the news of the declaration of war between the United States and Spain, and a notice to quit British waters. He also received a telegraphic despatch from the government at Washington, dated April 24, 1898, to proceed forthwith to the Philippine Islands, then to begin operations and engage the Spanish fleet.

The fleet set sail for Manila on Wednesday, April 27, at the fastest possible speed, and at eight o'clock Saturday night, April 30, arrived off the batteries at the entrance of Manila Bay. Commodore Dewey decided to enter the bay at once, and ordered all lights out and the guns manned.



The Battle of Manila Bay, May 8, 1898.

FROM BOSTON HERALD.

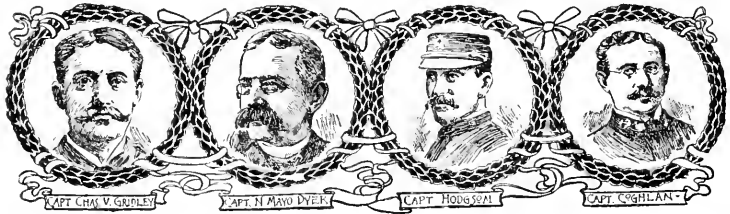
Leading with the *Olympia*, followed by the *Baltimore*, the *Raleigh*, the *Petrel*, the *Concord* and the *Boston*, the squadron under a bright moonlight proceeded past Corregidor Island. This order was maintained during the entire engagement.

When the flag-ship had reached a point one mile beyond the island, a heavy shot from a Spanish battery passed over the *Raleigh* and the *Olympia*, followed by a second shot which fell astern these vessels. The *Raleigh* was the first to reply, her shell going screaming into the heart of the Spanish battery where it exploded. The *Concord* and the *Boston* sent shells belching from their guns almost simultaneously with that of the *Raleigh*, and the battery was silenced.

The fleet then diminished its speed and the men were allowed to sleep at their guns. By daylight the invading squadron was within five miles of Manila. In the distance toward Cavité, where there was a well equipped navy yard known as Cavité Arsenal, Dewey discovered the Spanish fleet under weigh and in the following order of battle: The protected cruiser *Reina Christina* of 3,500 tons displacement, the flag-ship of Admiral Montijo; the protected cruiser *Costilla* of 3,200 tons astern the port battery of the *Reina Christina*, and to the leeward the cruisers *Don Juan de Austria*, *Don Antonio de Ulloa*, *Isla de Cuba*, *Isla de Luzon*, *El Correo*, *Marquis del Ducro*, the *General Lezo*, *Velasco*, *Isla de Mindanao* and several smaller vessels, eleven in all, under protection of the

fire of land forts. As the United States fleet steamed past the city of Manila with the Stars and Stripes flying from every masthead, three batteries mounting powerful guns opened fire on the ships which were five miles off shore, and the shell fell beyond the ships. The *Concord* responded to the fire with two shots.

No more were fired and the fleet proceeded at an eight-knot rate of speed, Commodore Dewey not wishing to bombard the city without notice. Nearing the Spanish fleet, two mines planted off Cavité Point



exploded ahead of the *Olympia* throwing up immense volumes of water but not harming the ships. This incident in no way deterred the purpose of the commodore, and he kept on his way expecting at any moment to be saluted by an explosion of other submarine mines.

As they approached the enemy's fleet a shot from a shore battery off Cavité Point passed over the flagship and its force was not spent until it landed at the base of the battery in Manila. With this both the batteries and the Spanish fleet opened fire and they

soon got the range that landed their shot and shell in the midst of the United States fleet rendering the position extremely uncomfortable.

The *Olympia* remained silent and only the throb of the engine and the whirr of the blowers could be heard. The other ships followed their gallant leader silently and sullenly. Commodore Dewey, Staff Commander Lamberton, Executive Officer Lieutenant Reco and Navigator Lieutenant Calkins were on the bridge forward, while Captain Gridley was in the conning



tower by orders of Commodore Dewey, who deemed it inexpedient to risk losing all senior officers, by massing them on the bridge where a single shell might incapacitate them from duty. Reaching a point 5,000 yards from the Spanish forts the commodore passed the order to Gridley :

“You may fire when ready,” and at 5.41 o'clock the starboard 8-inch gun of the forward turret of the *Olympia* effectively saluted the forts. Immediately there followed from the *Baltimore* and the *Boston* similar salutes accompanied by 250-pound shells

against the *Castilla* and the *Reina Christina* respectively. Early in the engagement two launches put out toward the *Olympia* with the apparent intention of using torpedoes. One was sunk and the other disabled by the fire of the *Olympia* before an opportunity occurred to fire torpedoes.

The Spanish had the range of the American fleet and they quickened their fire, and between the heavy guns of the forts and the rapid fire guns of the cruisers, the position was one requiring immediate action on the part of Commodore Dewey. As one large shell was coming straight for the bridge on which the commodore and his officers stood it promised serious consequences but fortunately fell short of the gunner's aim by 100 feet, fragments cutting the rigging over the bridge, striking the gratings in line and boring a hole in the deck under the feet of the commodore. The *Olympia* kept on her way for the centre of the Spanish line and when within 4,000 yards of his mark he changed his course and ran parallel to the line of the Spanish column.

The order came to the impatient gunners "Open with all guns," and as the port broadside was brought to bear upon the enemy the *Olympia* belched forth from her 5-inch rapid fire guns such a storm as swept the deck of the Spanish cruisers. To this was added the compliments from all the 8-inch guns in her turrets as they were brought to bear upon the enemy's ships. The example was followed by the

Baltimore, the *Raleigh*, the *Petrel*, the *Concord* and the *Boston*, and Cavité harbor was a hot place for the Spanish fleet, even protected as it was by the land batteries.

The vessels of both fleets kept sailing back and forth, the smaller Spanish vessels keeping behind the *Castilla*. After making four runs along the Spanish line, Navigator Calkins asked leave to carry the *Olympia* nearer to the enemy and with men heaving the lead he brought her within 2,000 yards as she made her fifth course. This brought her 6-pounders in use and the storm of shell soon told on the enemy's ships. These were seen burning and their fire became less frequent.

When this run was completed the commodore ordered breakfast as the men had already been at their guns two hours with only a cup of coffee. At 7.35 action temporarily ceased on the *Olympia* and as the other ships in turn passed the flag-ship the men cheered lustily. The entire fleet remained out of range until 10.50 o'clock.

The commodore then gave the signal for close action and the *Baltimore* was given the place of honor in the lead, the *Olympia* following, and the others in order as before breakfast. The *Baltimore* opened at sixteen minutes past eleven at close range and displayed a target practice, every discharge a bull's eye. The enemy were slow and irregular in returning the fire and Dewey signalled the *Raleigh*, *Boston*, *Concord* and

Petrel to destroy the ships in the harbor. The *Petrel* approached within 1,000 yards and soon commanded every Spanish flag then flying. The largest ships of Dewey's fleet were equally effective in their work and soon not a red and yellow flag was aloft save that on the battery up the coast.

The *Reina Christina* was afire and soon sank. The *Castilla* was in as desperate condition and of the eleven ships the last to strike her colors was the *Don Antonio de Ulloa* which lurched and sank, and at 12.30 a white flag replaced the Spanish ensign on the arsenal staff.

Dewey then signalled the *Petrel*, being of the lightest draft, to destroy all the enemy's vessels in the harbor and the *Don Juan de Austria*, the *Marquis del Duero*, the *Isla de Cuba*, the *Velasco*, the *General Lezo* and the *El Correo* were set on fire by Lieutenant Hughes with an armed boat crew. The transport *Manila* and the tug-boats and smaller craft were captured. Dewey's orders from Washington had been "capture or destroy the Spanish squadron" and after seven hours in Manila harbor Spain's second largest naval fleet was as if it had not existed save for the terrible loss of Spanish life, while in carrying out the order, not one American life had been sacrificed. Such a victory had never before been recorded in history. The civilized world had another example of American valor and the hero history of the world had been enriched by the deeds of both victor and vanquished.

Commodore Dewey closed his official report as follows:

“I am unable to obtain complete accounts of the enemy's killed and wounded, but believe their losses to be very heavy. The *Reina Christina* alone had 150 killed, including the captain, and ninety wounded. I am happy to report that the damage done to the squadron under my command was inconsiderable. There were none killed and only seven men in the squadron very slightly wounded.

“Several of the vessels were struck and even penetrated, but the damage was of the slightest, and the squadron is in as good condition now as before the battle.

“I beg to state to the department that I doubt if any commander-in-chief was ever served by more loyal, efficient and gallant captains than those of the squadron now under my command.

“Captain Frank Wildes, commanding the *Boston*, volunteered to remain in command of his vessel, although his relief arrived before leaving Hong Kong. Assistant Surgeon Kindleberger of the *Olympia* and Gunner J. C. Evans of the *Boston* also volunteered to remain after orders detaching them had arrived.

“The conduct of my personal staff was excellent. Commander B. P. Lamberton, chief-of-staff, was a volunteer for that position, and gave me most efficient aid. Lieutenant Brumby, flag-lieutenant, and Ensign W. P. Scott, aide, performed their duties as signal officers in a highly creditable manner.

“The *Olympia* being short of officers for the battery, Ensign H. H. Caldwell, flag-secretary, volunteered for and was assigned to a sub-division of 5-inch battery. Mr. J. L. Stickney, formerly an officer in the United States Navy and now correspondent for the New York *Herald*, volunteered for duty as my aide, and rendered valuable services.

“I desire especially to mention the coolness of Lieutenant C. G. Calkins, the navigator of the *Olympia*, who came under my personal observation, being on the bridge with me throughout the entire action and giving the ranges to the guns with an accuracy that was proven by the excellency of the firing. On May 2, the day following the engagement, the squadron again went to Cavité, where it remains.”



William Thomas Sampson.

L.

WILLIAM THOMAS SAMPSON.

“The commanding officer of every vessel knew his post and his duty in case of an attempt to escape, so that when that attempt came the movement to prevent it by the attack of our vessels upon the outcoming Spaniards went on like clock-work as like at Chattanooga every movement of that great battle was carried out, although General Grant was neither at Missionary Ridge nor Look-out Mountain.”— *Secretary Long*.

The commander-in-chief of the United States Naval forces operating in the North Atlantic against the navy of Spain in 1898, was born in Palmyra, Wayne County, N. Y., February 9, 1840. His father, George Sampson, was a day laborer and as a boy William accompanied him on tramps from one farm house to another and helped him to split and pile wood and to do other chores for the neighbors. He was a bright boy and managed to attend the public schools at intervals. He made a friend of Squire Southwick of Palmyra, who upon learning that Representative E. B. Morgan of Aurora, had a right to appoint a naval cadet to the Academy at Annapolis, went to the congressman and asked him to appoint young Sampson which he did. He went to Annapolis in 1857, and was graduated in 1861, and attached to the United States frigate *Potomac*, with the rank of master. He won his promotion as lieutenant by good conduct and close observance to duty and was commissioned July 16, 1862. He served on the practice ship *John Adams*,

at the naval academy, on the iron-clad *Patapsco* of the South Atlantic blockading squadron, and on the United States steam frigate *Colorado*, flag-ship of the European squadron. He was executive officer of the *Patapsco* off Charleston harbor, when on January 16, 1865, the admiral of the fleet ordered that vessel to enter the harbor, search for hidden mines and torpedoes and take them up or destroy them preparatory to a general attack on the forts and city. Lieutenant Sampson was on the bridge of the *Patapsco* as she came under the fire of the forts and shore batteries and despite the terrific iron hail he maintained his post on the bridge, but ordered the sailors and marines behind the protection iron of the lower deck.

At this moment the firing ceased with ill-boding suddenness. He had hardly time to discern the cause when the iron-clad went up into the air from the concussion of an enormous torpedo which had exploded directly under her. With his ship the executive officer went up and was thrown one hundred feet away from the wreck into the sea. He saw his companions struggling in the trough made by the sinking of the iron mass, and more than seventy had been torn to pieces by the explosion. The survivors were rescued by the boats that came to their aid, and the next day Lieutenant Sampson was ready for duty none the worse for his experience. He was commissioned lieutenant-commander, July 25, 1866; commander, August 9, 1872, and captain, March 26, 1889.

In 1880 he was given command of the *Swatara* of the Asiatic squadron. He was assistant superintendent of the United States Naval Observatory, 1882-'83, and superintendent of the United States Naval Academy, 1886-'93. He was chief of the bureau of ordnance, 1893-'97, and commanded the *Iowa*, 1897-'98. He was appointed acting rear-admiral in May, 1898, and given command of the North Atlantic fleet operating in Cuban waters. He destroyed the Spanish fleet of Admiral Cervera off Santiago, July 3, 1898, and the secretary of the navy in answer to a newspaper correspondent, defended his action as follows:—

NAVY DEPARTMENT,
WASHINGTON, D. C., Aug. 8, 1898.

My Dear Sir:— I am in receipt of your letter and hasten to assure you that what you say about Admiral Sampson is so unjust that it can only be pardoned on the ground of your ignorance of the whole matter.

You have no appreciation of the responsibilities that have been upon Admiral Sampson, of his very superior attainments as an officer, and the splendid work he has done in preparing for the naval victory which was the crowning accomplishment of his efforts for weeks and weeks before Santiago.

Justice is always done in the long run. But when you indulge in such unfounded criticism, I cannot forbear to protest, as I should feel bound to do if you had referred in similar terms to any other of our deserving officers.

First— Admiral Sampson was selected for the command of the North Atlantic squadron because the department, in the exercise of its best judgment, with an eye single to the public interests, believed that he was especially fitted for the place.

Admiral Sicard, who held the command, having become incapacitated for duty by reason of sickness, was necessarily withdrawn by order of the department, and Sampson was next in command.

The two are especially accomplished ordnance officers, having been each at the head of the ordnance bureau and having devoted

themselves to that branch of naval science. Sampson is a man of the very highest professional attainments, solely devoted to his duty. He never pushes himself forward, and when you accuse him of anything of that sort you do most cruel injustice to a man who has never sought favor or applause in any other way than by the simple discharge of his duty.

Second—The movement on Porto Rico was not a movement for its capture. The department, which has very rarely interfered with the movements of admirals commanding squadrons, did, however, make one express order and that was that our battleships should not be exposed to the risk of serious injury from the fire of any fort.

At that time the Spanish fleet was strong. Its whereabouts and destination were unknown. The primal necessity was to meet and crush its ships and to secure for us the domination of the sea.

The *Oregon* had not arrived, the *Maine* was destroyed, and no naval authority would justify the unnecessary risk of the destruction of any of our battleships except in battle with the enemy's ships.

The movement to Porto Rico was to meet, if possible, the fleet of Cervera, which was then expected. Cervera, undoubtedly learning that our fleet was at San Juan, changed his destination to Santiago. Our movement to Porto Rico thus became reconnoissance and fulfilled its purpose. There was no intention at the time of taking Porto Rico as the army was not there to co-operate.

Third—With regard to sending our ships into the harbor of Santiago: Admiral Sampson was acting under the explicit orders of the department not to expose his armored ships to the risk of sinking by mines, and the wisdom of the course, I believe, is universally acknowledged by naval authorities.

He waited, as he should have done, the co-operation of the army. How effectually under this co-operation the result was accomplished is now a matter of history. There are few more graphic scenes than must have been presented at 4 o'clock on the afternoon of the 4th of July, when Shafter, with his troops ready to assault Santiago, awaited the reply of the Spanish commander to the demand for surrender.

Sampson's fleet was at the mouth of the harbor, drawn up in line and ready to bombard, as it had been for days previous, and the signal officer stood on the heights ready to wig-wag the signal for firing. Happily, instead of this signal came the good word that the Spanish had surrendered to this combined readiness for attack.

Fourth—Please bear in mind the variety and weight of the responsibilities which were upon Admiral Sampson for the month prior to the great battle which destroyed Cervera's fleet. He was commanding officer of the whole squadron; charged with the blockade of the whole Cuban coast; charged with the detail of all the movements of ships; charged with clerical correspondence with the department and other officers especially charged with preventing the escape of Cervera.

Remember that this man, whom you so sweepingly accuse, was devoting his days and nights to these duties. If you will read the orders issued by him, beginning with June 1, you will find that the most thorough precautions had been taken to prevent the escape of Cervera; that our fleet was kept constantly in line, so far from the entrance by night and so far by day; that the most rigid care with search-lights and every other appliance was taken every night that the commanding officer of every vessel knew his post and his duty in case of an attempt to escape, so that when that attempt came the movement to prevent it, by the attack of our vessels upon the outcoming Spaniards, went on like clock-work as at Chattanooga, every movement of that great battle was carried out, although General Grant was neither at Missionary Ridge nor Lookout Mountain.

I can well understand why the friends of other officers should be so enthusiastic and earnest as I am in giving them the credit they so richly, every one of them, deserve for their glorious work. I cannot conceive of anybody so mean as to detract by a single hair from their merit.

But I cannot understand why such a bitter feeling is manifested in many quarters toward Admiral Sampson, when all these officers subordinate to him, in their reports, clearly and cordially recognize the fact that, although at the beginning he was, by orders from Washington, going to confer with General Shafter, yet the battle was fought under his orders, and that the victory was the consummation of his thorough preparations.

For myself, I know of no predilection for any one of these gallant men. I would crown every one of them with laurels. I want them all to have their just deserts. Every one of them deserves unstinted praise; not one of them deserves any less than a full measure for that day's work, and therefore, I can think of nothing more cruel than a depreciation of the merit of the faithful, devoted, patriotic commander-in-chief, physically frail, worn with sleepless vigil

weighed with measureless responsibility and details, letting no duty go undone ; for weeks with ceaseless precautions, blockading the Spanish squadron, at last, by the untiring fulfilment of his plans, crushing it under the fleet which executed his command, yet now compelled in dignified silence to be assailed as vindictively as if he were an enemy.

I am sure that no one deprecates such an attack more than the officers of the fleet, commodore, captains and all. Among them all is peace ; whatever disquiet there may be elsewhere, the navy is serene. I am reminded of Harriet Beecher Stowe's beautiful verse :

“ Far, far beneath, the noise of tempests dieth
And silver waves chime ever peacefully ;
And no rude storm, how fierce so e'er it flieth,
Disturbs the Sabbath of that deeper sea,”

Truly yours,

(Signed)

JOHN D. LONG.

LI.

WINFIELD SCOTT SCHLEY.

“Resolved:—That the thanks of Congress and the American people are hereby tendered to Commodore Winfield S. Schley of the United States Naval force operating against the Spanish force in Cuban waters, for highly distinguished conduct in conflict with the enemy, as displayed by him in the destruction of the Spanish fleet off the harbor of Santiago, Cuba, July 3, 1898.”—*Resolution passed by the United States Senate, July, 1898.*

Winfield Scott Schley was born at Richfield Farm, in Frederick County, Md., October 9, 1839, son of John Thomas and Virginia (McClure) Schley, grandson of John Thomas Schley, and great-grandson of John Thomas Schley, who came to America from Germany in 1745, went first to Pennsylvania and finally made his home in what became the town of Frederick, Md., and built the first house erected in that place. He came into possession of 300 acres of land a few miles from Frederick, below the Monocacy and Tuscarora rivers, and his son Thomas built a large old-time Maryland house on the estate. In this house the future admiral of the United States Navy was born.

His father was an intimate friend of General Winfield Scott, and the great soldier was a guest at Schley's house when the son was born, and the host named him for the guest. He was educated with his two brothers, Eugene and Arthur, at St. John's Catholic



Winfield Scott Schley.

school, although their parents were Protestants. He was appointed to the United States Naval Academy by Representative Huffman, and was graduated in 1860. He was attached to the frigates *Niagara* and *Potomac*, then to the gun-boat *Winona* and the sloops *Monongahela* and *Richmond*, and saw service at the capture of Fort Hudson on board the *Potomac*. He was promoted lieutenant, July 16, 1862, and as lieutenant-commander was given command of the United States gun-boat *Waterloo* in the Pacific squadron. He was attached to the Asiatic squadron in 1871, and took part in the capture of the Corian forts on the Salee river. He was promoted commander in 1874, and was stationed at the Naval Academy, 1874-'76.

He sailed in the *Essex* on the Brazil station, 1876-'79, and was lighthouse inspector, 1880-'83. He headed the Greely relief expedition of 1884, and during this expedition his ship passed through 1,400 miles of ice and brought the rescued party back from Sabine, Grinnell Land. Had he been delayed twenty-four hours the five survivors would have perished. This exploit made Commander Schley's name known throughout the civilized world. His services were recognized by the government at Washington, and he was placed in charge of the Bureau of Equipment.

He received his commission as captain, March 30, 1888, and when the protected cruiser *Baltimore* was launched, Captain Schley resigned as chief of the Bureau of Equipment, and was placed in command of

the new ship. He carried the body of John Ericsson, the builder of the *Monitor*, the little iron-clad that vanquished the *Merrimac* in Hampton Roads, back to the native land of the great inventor and patriot, and the Swedish people fêted and honored him as the Commander of the *Baltimore* and the representative of the United States Navy. In 1891 he was ordered with the *Baltimore* to Valparaiso, Chili, at the outbreak of hostilities between that country and Peru, and his manly bearing through these trying times which followed the fight on shore, October 16, 1861, between Chilian and American sailors, in which one Yankee blue-jacket was killed and five others badly hurt, won for him the admiration of the country as a true American sailor.

He was promoted to the rank of commodore, and placed in command of the North Atlantic flying squadron at the outbreak of the war with Spain early in 1898, his mission being to watch the approach of the Spanish navy and guard the cities of the Atlantic coast against threatened bombardment.

Following is Commodore Schley's report on the destruction of Cervera's fleet, made to Rear-Admiral Sampson, and transmitted by the latter to the Navy Department:

NORTH ATLANTIC FLEET, SECOND SQUADRON,
U. S. FLAG-SHIP BROOKLYN.
GUANTANAMO BAY, CUBA, July 6, 1898.

Sir— I have the honor to make the following report of that part of the squadron under your command which came under my

observation during the engagement with the Spanish fleet on July 3, 1898. At 9.35 a. m., Admiral Cervera, with the *Infanta Maria Teresa*, *Vizcaya*, *Oquendo*, *Christobal Colon* and two torpedo-boat destroyers, came out of the harbor of Santiago de Cuba in column, at distance, and attempted to escape to the westward. Signal was made from the *Iowa* that the enemy was coming out, but his movement had been discovered from this ship at the same moment.

This vessel was the farthest west, except the *Viven*, on the blockading line. Signal was made to the western division, as prescribed in your general orders, and there was immediate and rapid movement inward by your squadron and a general engagement at ranges beginning at 1,100 yards and varying to 3,000, until the *Vizcaya* was destroyed about 10.50 a. m. The concentration of the fire of the squadron upon the ships coming out was most furious and terrific, and great damage was done them. About twenty or twenty-five minutes after the engagement began, two vessels, thought to be the *Maria Teresa* and *Oquendo*, and since verified as such, took fire from the effective shelling of the squadron and were forced to run on the beach some six or seven miles west of the harbor entrance, where they burned and blew up later. The torpedo-boat destroyers were destroyed early in the action, but the smoke was so dense in their direction that I cannot say to which vessel or vessels the credit belongs. This doubtless was better seen from your flag-ship.

The *Vizcaya* and *Colon*, perceiving the disaster to their consorts, continued at full speed to the westward to escape, and were followed and engaged in a running fight with the *Brooklyn*, *Texas*, *Iowa* and *Oregon* until 10.50, when the *Vizcaya* took fire from our shells. She put her helm to port, and, with a heavy list to port, stood in shore and ran aground at Ascerraderos, about twenty miles west of Santiago, on fire fore and aft, and where she blew up during the night. Observing that she had struck her colors, and that several vessels were nearing her to capture and save her crew, signal was made to cease firing. The *Oregon* having proved vastly faster than the other battleships, she and the *Brooklyn*, together with the *Texas* and another vessel, which proved to be your flag-ship, continued westward in pursuit of the *Colon*, which had run close in shore, evidently seeking some good spot to beach if she should fail to elude her pursuers. This pursuit continued with increasing speed in the *Brooklyn*, *Oregon* and other ships, and soon the *Brooklyn* and the *Oregon* were within long range of the *Colon*, when the *Oregon*

your command, and I am glad that I had an opportunity to contribute in the least to a victory that seems big enough for all of us.

Since reaching this place and holding conversation with several of the captains, viz., Captain Eulate of the *Vizcaya*, and Commander Contreras, the second in command of the *Colon*, I have learned that the Spanish admiral's scheme was to concentrate all fire for awhile on the *Brooklyn*, and the *Vizcaya* to ram her, in hopes, if they could destroy her, the chance of escape would be increased, as it was supposed she was the swiftest ship of your squadron. This explains the heavy fire mentioned and the *Vizcaya's* action in the earlier moments of the engagement. The execution of this purpose was promptly defeated by the fact that all the ships of the squadron advanced into close range and opened an irresistably furious and terrific fire upon the enemy's squadron as it was coming out of the harbor. I am glad to say that the injury supposed to be below the water line was due to a water-valve being opened from some unknown cause, and flooding the compartment. The injury to the belt is found to be only slight and the leak small.

I cannot close this report without mentioning in high terms of praise the splendid conduct and support of Captain C. E. Clark of the *Oregon*. Her speed was wonderful, and her accurate fire splendidly destructive.

Very respectfully,

W. S. SCHLEY.

Commodore United States Navy, commanding second squadron
North Atlantic fleet.

LII.

ROBLEY DUNGLISON EVANS.

"FIGHTING BOB EVANS."

The commander of the *Iowa* in the battle of Santiago Bay, was born in Floyd County, Va., August 18, 1846. He was entered a naval cadet in May, 1859; was graduated at Annapolis, in May, 1863; was promoted ensign, October 1, 1863; master, May 10, 1866; lieutenant, July 25, 1866; lieutenant-commander March 12, 1868; commander, July 12, 1878; and captain, June 27, 1893.

He was on board the frigate *Powhatan*, 1863-'64; in the North Atlantic squadron in 1864-'65; was wounded in the engagement at Fort Fisher in January, 1865, and was retired from active service.

Upon his recovery he was restored to the active list at his own request and sailed for China in 1866 on the *Delaware*, the flag-ship of Vice-Admiral Rowan. On returning home he was on ordnance duty and was stationed at Annapolis, 1870-'72.

He was navigator of the *Shenandoah* in the Mediterranean squadron 1872-'74; and was executive officer of the *Congress* in the Mediterranean squadron, 1874-'76.

He was ordered home to attend the inauguration of the Centennial Exposition of Philadelphia, 1876; commanded the training ship *Saratoga*, 1876-'80; and was equipment officer at the Washington Navy Yard, 1880-'81. As a member of the first advisory board, offered the resolution by which steel was adopted as the material for the construction of all future war vessels built by the United States. He was chief inspector of steel and organized the scheme for the inspection of all material going in to new war ships, in 1887. He superintended the construction of the battleship *Maine*, 1888-'89.

In 1889 he obtained leave of absence and erected a sulphite fibre mill at Appleton, Wis. He was in command of the Bering Sea fleet, and in 1894 was assigned to the cruiser *New York*. On November 20, 1895, he was placed in command of the battleship *Indiana* and superintended the completion of that vessel, and in March 25, 1898, was assigned to command the battleship *Iowa*. He took an important part in the blockade of the Cuban ports; in the search for Cervera's fleet; and in its final destruction, July 3, 1898. His official report of that exploit as he saw it is given as showing the part he took in the engagement.

U. S. S. IOWA (FIRST RATE),
OFF SANTIAGO DE CUBA, July 4, 1898.

SIR:—I have the honor to make the following report of the engagement with the Spanish squadron off Santiago de Cuba on the 3d of July: On the morning of the 3d, while the crew was at quarters for Sunday inspection, the leading vessel of the Spanish

squadron was sighted at 9.30 coming out of the harbor of Santiago de Cuba. Signal "Enemy's coming out," was immediately hoisted, and a gun fired to attract attention. The call to general quarters was sounded immediately, the battery made ready for firing and the engines rung full speed ahead. The position of this vessel at the time of sighting the squadron was the usual blocking station off the entrance of the harbor, Morro Castle bearing about north, and distant about three to four miles. The steam at this time in the boilers was sufficient for a speed of five knots. After sighting the leading vessel, the *Infanta Maria Teresa*, Admiral Cervera's flagship, it was observed that she was followed in succession by the remaining three vessels of the Spanish squadron, the *Vizcaya*, *Christobal Colon* and *Almirante Oquendo*. The Spanish ships moved at a speed of about eight to ten knots, which was steadily increased as they cleared the harbor entrance and stood to the westward. They maintained a distance of about eight hundred yards between vessels. The squadron moved with precision, and stations were well kept.

Immediately upon sighting the leading vessel, fires were spread, and the *Iowa* headed toward the leading Spanish ship. About 9.40 the first shot was fired from this ship at a distance of about 6,000 yards. The course of this vessel was so laid that the range speedily diminished. A number of shots were fired at ranges varying between 6,000 and 4,000 yards. The range was rapidly reduced to 2,500 yards, and subsequently to 2,000 and to 1,500 yards. When it was certain that the *Maria Teresa* would pass ahead of us, the helm was put to starboard, and the starboard broadsides delivered at a range of 2,500 yards. The helm was then put to port, and the ship headed across the bow of the second ship, and as she drew ahead the helm was again put to starboard, and she received in turn the full weight of our starboard broadside at a range of 1,800 yards. The *Iowa* was again headed off with port helm for the third ship, and as she approached, the helm was put to the starboard until our course was approximately that of the Spanish ship. In this position, at a range of 1,400 yards, the fire of the entire battery, including rapid-fire guns, was poured into the enemy's ship.

About ten o'clock the enemy's torpedo-boat destroyers *Furo* and *Pluton* were observed to have left the harbor and to be following the Spanish squadron. At the time that they were observed, and in fact, most of the time that they were under fire, they were at a distance varying from 4,500 to 4,000 yards. As soon as they were discovered the secondary battery of this ship was turned upon them.

while the main battery continued to engage the *Vizcaya*, *Oquendo*, and *Maria Teresa*. The fire of the main battery of this ship, when the range was below 2,500 yards, was most effective and destructive, and after a continuance of this fire for perhaps twenty minutes, it was noticed that the *Maria Teresa* and *Oquendo* were in flames, and were being headed for the beach. Their colors were struck about 10.20, and they were beached about eight miles west of Santiago. About the same time (about 10.25) the fire of this vessel, together with that of the *Gloucester* and another smaller vessel, proved so destructive that one of the torpedo-boat destroyers (the *Pluton*) was sunk, and the *Furor* was so much damaged that she was run upon the rocks.

After having passed, at 10.35, the *Oquendo* and *Maria Teresa*, on fire and ashore, this vessel continued to chase and fire upon the *Vizcaya* until 10.36, when signal to cease firing was sounded on board, it having been discovered that the *Vizcaya* had struck her colors. At eleven o'clock the *Iowa* arrived in the vicinity of the *Vizcaya*, which had been run ashore, and as it was evident that she could not catch the *Christobal Colon*, and that the *Oregon*, *Brooklyn* and *New York* would, two steam cutters and three cutters were immediately hoisted out and sent to the *Vizcaya* to rescue her crew. Our boats succeeded in bringing off a large number of officers and men of that ship's company, and in placing many of them on board the torpedo-boat *Ericsson* and the auxiliary dispatch vessel *Hist*. About 11.30 the *New York* passed, in chase of the *Christobal Colon*, which was endeavoring to escape from the *Oregon*, *Brooklyn* and *Texas*.

We received on board this vessel from the *Vizcaya*, Captain Eulate, the commanding officer, and twenty-three officers, together with about two hundred and forty-eight petty officers and men, of whom thirty-two were wounded. There were also received on board five dead bodies, which were immediately buried with the honors due to their grade. The battery behaved well in all respects. The dash pot of the forward twelve-inch gun, damaged in the engagement of the 2nd, having been replaced the same day by one of the old dash pots, gave no trouble during the engagement. I give an approximate statement of the ammunition expended during the engagement. A more exact statement cannot be given at this time.

This ship was struck in the hull on the starboard side, during the early part of the engagement, by two projectiles of about six

inch calibre, one striking the hull two or three feet above the actual waterline, and almost directly on the line of the berth deck, piercing the ship's sides between frames nine and ten, and the other piercing the side and the coffer-dam. The first projectile did not pass beyond the inner bulkhead of the coffer-dam. The hole made by it was large and ragged, being sixteen inches in a longitudinal direction and about seven inches in a vertical direction. It struck with a slight inclination aft, and perforated the coffer-dam partition bulkhead. It did not explode, and remained in the coffer-dam. The second projectile pierced the side of the ship and the coffer-dam, the upper edge of the hole being immediately below the top of the coffer-dam on the berth deck. The projectile broke off the hatch plate, and exploded and perforated the walls of the chain locker. The explosion created a small fire which was promptly extinguished. The hole in the side made by this projectile was about five feet above the waterline and about two or three feet above the berth deck. One fragment of this shell struck a link of the sheet chain, wound around the 6-pounder ammunition hoist, cutting the link in two. Another perforated the coffer-dam on the port side and slightly dished the outside plating. These two wounds, fortunately, were not of serious importance. Two or three other projectiles of small calibre struck about the upper bridge and smokestack, inflicting trifling damage, and four other small projectiles struck the hammock nettings and the side aft. There are no casualties among the ship's company to report. No officer or man was injured during the engagement.

After having received on board the rescued crew of the *Vizcaya*, this vessel proceeded to the eastward and resumed the blockading station, in obedience to the signal made by the commander-in-chief, about 11.30. Upon arriving at the blockading station, the *Gloucester* transferred to this vessel Rear-Admiral Cervera, his flag-lieutenant and the commanding officers of the torpedo-boat destroyers, *Furox* and *Pluton*, and also one of the *Oquendo's* crew rescued by the *Gloucester*.

Naval-cadets, Frank Taylor Evans and John E. Lewis, and five men belonging to the *Massachusetts*, were on board the *Iowa*, when the enemy's ship came out. They were stationed at different points and rendered effective service. The officers and men of this ship behaved admirably. No set of men could have done more gallant service. I take pleasure in stating to you, sir, that the coolness and judgment of the executive officer, Lieutenant-Commander Raymond

P. Rodgers, deserves, and will, I hope, receive a proper reward at the hands of the government. The rest of all the executive officer's work is the conduct of ship and crew in battle. In this case it was simply superb. The coolness of the navigator, Lieutenant W. H. Schuetze, and of Lieutenant F. K. Hill, in charge of the rapid-fire guns on the upper deck, are worthy of the highest commendation. Other officers of the ship did not come under my personal observation, but the result of the action shows how well they did their duty. I cannot express my admiration for my magnificent crew. So long as the enemy showed his flag, they fought like American seamen, but when the flag came down they were as gentle and tender as American women.

In conclusion, sir, allow me to congratulate you on the complete victory achieved by our fleet.

Very respectfully,

R. D. EVANS.

Captain, United States Navy, Commanding.

LIII.

RICHARD WAINWRIGHT.

"As commander Wainwright from the deck of the *Gloucester* looked at Cervera's shattered and burning torpedo boats he cried out, 'The *Maine* is avenged!'" — *Press Dispatch, July 10, 1898.*

Lieutenant-Commander Richard Wainwright, was born in the District of Columbia, the son of Captain Richard Wainwright, U. S. N., who died at New Orleans, La., August 10, 1862, while in command of the United States sloop-of-war *Hartford*. He was appointed midshipman, as the son of an officer, September 28, 1864; was promoted to ensign, April 16, 1869; to master, July 12, 1870; to lieutenant, September 25, 1873; and to lieutenant-commander, September 16, 1894. On December 8, 1897, he was assigned to the battle-ship *Maine* and was executive officer of that vessel when she was destroyed in Havana harbor by the explosion of a submarine mine.

On the fateful night of February 15, 1898, Executive Officer Wainwright was the last man to leave the torn and battered wreck, and then not until he had secured the halyards that held the Stars and Stripes at half-mast over the coffin of 266 officers, sailors and marines who went down to their death through the treachery of an apparently friendly power. He was



Richard Weirumple

the last surviving officer of the *Maine* left in Havana harbor and for weeks conducted a weary search for the dead bodies of his shipmates. On April 5, 1898, after pulling down the flag that had been half-masted day and night for nearly two months, from the shrouds of the wrecked battleship, he resigned the iron hulk into the hands of Spain. Soon afterward he reported to Secretary Long at Washington, D. C. When asked by a fellow officer what position he wanted in case of war with Spain, which he prophesied, he replied, "As a lieutenant commander only, I know I cannot expect a separate command of great importance, but I'd like to get a good little vessel with some capable guns and then I'd like to get a crack at the enemy on something like even terms." His wish was fulfilled, and his own story of how he helped to avenge the *Maine* is here given.

Shortly after the outbreak of hostilities Wainwright was put in charge of Commodore Morgan's yacht, the *Corsair*. It had been bought by the government, renamed the *Gloucester*, and fitted as an auxiliary vessel, being given a miniature battery of four 6-pounders, four 3-pounders and two Colt automatic rifles. Four of the officers were regulars and five volunteers. Her crew numbered ninety-three men.

The *Gloucester* was ordered to join Admiral Sampson's fleet, and proceeded via Key West and Banes to Santiago. When blockading off Santiago her station was on the eastern end of the line and inshore of all

the vessels, being off Aguadores in the day time and off the Morro during the night.

Sunday morning, July 3, she was in her usual station. This was the day when Cevera sailed out of Santiago harbor. Wainwright takes up his own story thus :

“The fleet opened fire at once on the *Maria Teresa*. We were heading out and commenced firing with our after guns. Our helm was put hard a-port, so that we turned toward the *Indiana* and in the direction taken by the enemy, and was kept a-port until we were heading at right angles to their column. We were in every way prepared for our work, the men being at quarters, with plenty of ammunition on deck, except for the time required to attain full speed.

“As soon as the enemy were sighted, orders were given to start the blowers, and we were soon under a full head of steam.

“The enemy soon developed their tactics, such as they were. They evidently expected to take advantage of their high speed and escape past the western end of our fleet before we could destroy them.

“We of the *Gloucester* closed in toward the enemy, firing such guns as we could bring to bear. We were near the *Indiana* and anxiously looking for the destroyers. They were not very far behind the armored cruisers, but the time appeared long as we slowed down to wait for them.

“As soon as the *Pluton* and *Furor* made their appearance our duty was plain — we must prevent them from attacking one of our battle ships. We started ahead at full speed and gradually closed in on them, firing as rapidly as possible. About this time we made out a signal from the *Indiana* to read :

‘GUNBOATS, CLOSE IN.’

“I have since heard that Captain Taylor intended to signal ‘Torpedo boats coming out.’ To close in on the torpedo boats required us to cross the *Indiana’s* line of fire, and as she was pouring in shell from her secondary battery, we were glad to feel secure that she would stop as we crossed her line.

“As we drew closer to the destroyers their fire became quite warm, and their projectiles and those from the forts appeared to hit



L. A. S.

Gloucester Attacking the Pluton July 3, 1898.

FROM BOSTON HERALD

all around us, and when their Maxim 1-pounder started into play it seemed almost impossible for them to fail to hit us.

“But not a shot struck us, and there were men blown away from their guns before they got our range. When we were distant about twelve hundred yards we opened fire with our two 6-millimetre automatic Colt rifles. They poured a shower of bullets onto the decks of the destroyers and did great execution.

“As we gathered speed we closed in on the *Pluton* and the *Furor* rapidly. Although built for twenty-eight and thirty knots, our seventeen knots good was too much for them. The *Pluton* soon began to slacken and then she stopped in the breakers. At this time the *Indiana* was rounding the point ahead to the westward and the *New York* was coming up rapidly from the direction of Siboney.

“When it was evident that the *Pluton* was done for we concentrated our fire on the *Furor* and every shot appeared to take effect. Suddenly she jammed her helm hard a-starboard and made for us. It was evident that as our guns were too much for her she was going to try a torpedo. One of our prisoners told us after the battle that they made several attempts to fire a torpedo, but the crews were driven from the tubes by our own fire.

“With her helm still a-starboard, the *Furor* turned toward the entrance of the harbor, and the *New York*, having approached until she was engaged with the principal shore batteries, fired two or three shots at her, fearing she might escape. But the *Furor's* helm was jammed and she continued to circle to port, so the *New York*, her crew cheering, continued under full steam after the escaping cruisers.

“The *Pluton* had blown up and was on the rocks. The *Furor* was on fire, her helm jammed and unable to continue the fight. We had been doing our best to destroy life; now had come the time when we could commence to save the lives of our conquered enemies. The Socapa battery was firing at us still, and when we stopped, the shells began to fall pretty close to us; but as soon as our boats were lowered they ceased firing.”

“The boats brought off every one who was alive on the burning wrecks of the *Pluton* and the *Furor*, and also rescued those in the water and on the rocks. The trouble in getting the Spaniards off the rocks was especially great, as they refused to jump into the water, and in some cases it was necessary to throw them in and then pull them into the boat.

“The complement of the *Furor* was sixty-seven and of the *Pluton* seventy men. Of these nineteen were saved from the former and twenty-six from the latter. But it is known that a few swam ashore and managed to reach Santiago.

“Meanwhile the *Gloucester* itself had steamed on to where the *Infanta Maria Teresa* and the *Almirante Oquendo* were lying, wrecked and burning on the shore. Each had white flags flying. They were burning fore and aft; their guns and reserve ammunition were exploding, and it was not known at what moment the fire would reach the main magazines. Moreover, a heavy sea was running just inside of the Spanish ships. But no danger and no difficulty deterred the officers and men of the *Gloucester* until, in two small boats and a dingy, they had rescued all the survivors, including the wounded from the two burning ships.”

Among the saved was Admiral Cervera himself. Of the chivalrous courtesy with which Wainwright received him when he came aboard the *Gloucester*, a broken hearted prisoner of war, Wainwright himself, of course, says nothing.

LIV

RICHMOND PEARSON HOBSON.

“The act of Lieutenant Hobson has few if any equals in the history of the world. At Manila the act of Commodore Dewey was brave, but he entered a hostile harbor able to give shot for shot, to beat down his assailants, to triumph by the force of his arms. Lieutenant Hobson and his heroic crew not only went with the *Merrimac* into the range of an awful fire unable to reply, but with the interior of their vessel loaded with torpedoes for her destruction at the proper time. They went in unable to fire a single shot at the enemy and prepared to destroy the very deck under their feet. We search the pages of history in vain to find some act of heroism for country and flag that approaches this.” — *Benjamin Harrison*.

Richmond Pearson Hobson was born in Greensboro, Alabama, July 15, 1870. His father, Judge James M. Hobson, was a Confederate soldier throughout the Civil War, and his mother, Sallie C. Pearson, was the daughter of Richmond W. Pearson of North Carolina, who for forty years served as chief-justice of the state. His great-grandfather, Colonel John Williams, fought with General Jackson at the battle of New Orleans and was afterward United States Senator from Tennessee. His great-great-grandfather, Major Joseph Williams, was an officer in the American army in the war of the Revolution and fought with distinguished bravery at King's Mountain and Cowpens.

Thus he inherited some of the heroism and daring that marked his exploit in the harbor of Santiago and gained for him the honor of being the most conspicu-



R. Hobson

ous of the many naval heroes of the war for the independence of Cuba. Richmond was educated at the Southern University, Greensboro, Alabama, where he led his class and won all the honors. In 1884, when but fourteen years old, he made a trip to New Orleans and there visited the old United States warship *Tennessee*. He acquainted himself with the details of her construction and learned much of her operation in action. On his return he announced his desire to go to Annapolis and learn to be a sailor.

He obtained his appointment and entered the naval Academy in 1885. Here he followed his home training that included Bible reading and the repetition of prayers before retiring, continuing this custom amid the jeers of his mates. He gained the ill-will of his classmates by reporting infringements of the rules while he was on duty as monitor, his sense of justice forbidding him to make any distinction. The class determined to punish him and he was completely ostracised, but quietly submitting to the inevitable he maintained his position and refused to bend. Before the time for graduation his classmates had learned the stuff of which Hobson was made and anxiously courted his friendship. His characteristic reply was:

“No gentlemen, you have got on without me these three years and I’ll manage to worry along without you for the remaining year.”

Thus for four years he had no social companions at the Academy. He never spoke to a cadet without

addressing him as "Mister," and he insisted upon being treated by his fellow cadets with the same formality. He was graduated in 1889 at the head of his class, and on July 1, 1889 he was eighth in order of precedence on the list of naval constructors. He was made assistant naval constructor on July 1, 1891; and his term of sea service expired in September, 1895. He was made instructor at the Naval Academy July 8, 1897, and on the declaration of war with Spain, was assigned to the battleship *New York*, flagship of Rear-Admiral Sampson. When the Spanish fleet was found to be in the harbor of Santiago de Cuba, Admiral Sampson determined to obstruct the narrow part of the entrance to the harbor by sinking a collier at that point. He called upon Mr. Hobson for his professional opinion as to a sure method of sinking the ship. After several days consideration, Lieutenant Hobson presented a solution which he considered would insure the immediate sinking of the vessel when she had reached the desired point in the channel. His plan called for only seven men and he asked that he might be intrusted with the direction of the plan. When the *New York* reached Santiago on Wednesday morning, Hobson went at work on the *Merrimac* which had on board six hundred tons of coal. All day long crews from the *New York* and *Brooklyn* were on board the collier working under Hobson's directions. The news of the intended expedition spread like wild-fire through the entire fleet

and when it became known that volunteers were needed for the desperate undertaking, the *Iowa's* signal yard announced: "140 volunteers ready," and the other ships were not far behind. On the *New York* over two hundred volunteered to go into the narrow harbor and face death. In their rush to get their names on the volunteer list the junior officers literally tumbled over each other. When it was learned that Lieutenant Hobson only required six men the disappointment on all the ships can better be imagined than described. The crews worked on board the *Merrimac* all Wednesday night and shortly before midnight Lieutenant Hobson visited the flag-ship to take his final orders. At three o'clock in the morning the admiral, with Flag-lieutenant Staunton, ordered the launch and made an inspection of the *Merrimac*. When the men had completed their work and the last boat load had returned to the *New York*, the admiral at 4.30 a. m., after wishing Hobson and his brave crew God Speed, left the fated ship. Dawn was breaking over Santiago as the seemingly deserted collier headed straight for Morro Castle.

A few moments later she was recalled by a signal from the flag-ship, the admiral deeming it certain death for Hobson to venture in at that hour. Word came back: "Lieutenant Hobson asks permission to continue on his course. He thinks he can make it." The Admiral in turn replied: "The *Merrimac* must return at once," and the doomed collier slowly steamed

back. On Thursday more elaborate preparations were made, Hobson personally supervising every detail. His uniform was begrimed, his hands were black and he looked like a man who had been at work in an engine-room for a week. Two men were found on the collier who had no right to be there. They were Assistant Engineer Crank of the *Merrimac* and Boatswain Mullin of the *New York*. They had been working on the collier all day Wednesday and did not leave the ship with the rest of the workmen. As their disobedience was of the nature of bravery, it was not officially recognized.

Lieutenant Hobson started on his daring errand a second time at 3 o'clock on Friday morning. The moon was obstructed by clouds and the *Merrimac* stole in, followed by a steam launch from the *New York* with the following crew on board: Naval-cadet J. W. Powell, Coxswain P. K. Peterson, Apprentice H. Handford, Coal-passer J. Mullings, Machinist G. L. Russel. In the launch were bandages and appliances for the wounded. On the *Merrimac* were Naval Constructor Hobson and Daniel Montague, George Charette, J. C. Murphy, Oscar Deignan, John P. Phillips, John Kelly and H. Clausen. Clausen was a coxswain of the *New York* and was on board against orders. We give the account of the sinking of the *Merrimac* in Hobson's own words:

“It was about three o'clock in the morning when the *Merrimac* entered the narrow channel and steamed in under the guns of Morro

Castle. The stillness of death prevailed. It was so dark that we could scarcely see the headland. We had planned to drop our starboard anchor at a certain point to the right of the channel, reverse our engines and then swing the *Merrimac* around, sinking her directly across the channel.

"This plan was adhered to, but circumstances rendered its execution impossible. When the *Merrimac* poked her nose into the channel our troubles commenced. The deadly silence was broken by the wash of a small boat approaching us from the shore. I made her out to be a picket boat. She ran close up under the stern of the *Merrimac* and fired several shots from what seemed to be 3-pounder guns. The *Merrimac's* rudder was carried away by this fire. This is why the collier was not sunk across the channel. We did not discover the loss of the rudder until the *Merrimac* cast anchor. We then found that the *Merrimac* would not answer to the helm, and were compelled to make the best of the situation.

"The run up the channel was very exciting. The picket boat had given the alarm, and in a moment the guns of the *Viscaya*, the *Almirante Oquendo* and the shore batteries were turned upon us. Submarine mines and torpedoes also were exploding all about us, adding to the excitement. The mines did no damage, although we could hear rumbling, and could feel the ship tremble.

"We were running without lights, and only the darkness saved us from utter destruction. When the ship was in the desired position, and we found that the rudder was gone, I called the men on deck. While they were launching the catamaran I touched off the explosives.

"At the same moment, two torpedoes fired by the *Reina Mercedes*, struck the *Merrimac* amidships. I cannot say whether our own explosive or the Spanish torpedoes did the work, but the *Merrimac* was lifted out of the water and almost rent asunder. As she settled down we scrambled overboard and cut away the catamaran. A great cheer went up from the fort and warships as the collier foundered, the Spaniards thinking that the *Merrimac* was an American warship.

"We attempted to get out of the harbor on the catamaran, but the strong tide was running, and daylight found us still struggling in the water. Then for the first time the Spaniards saw us, and a boat from the *Reina Mercedes* picked us up. It was then shortly after five o'clock in the morning, and we had been in the water more than

an hour. We were taken on board the *Reina Mercedes*, and later sent to Morro Castle.

"In Morro Castle we were confined in cells in the inner side of the fort, and were there the first day the fleet bombarded Morro. I could only hear the whistling of the shells and the noise they made when they struck, but I judged from the conversation of the guards that the shells did considerable damage.

"After this bombardment, Mr. Ramsden, the British consul, protested, and we were removed to the hospital. There I was separated from the other men in our crew, and could see them only by special permission. Montague and Kelly fell ill two weeks ago, suffering from malaria, and I was permitted to visit them twice.

"Mr. Ramsden was very kind to us, and demanded that Montague and Kelly be removed to better quarters in the hospital. It was done.

"As for myself, there is little to say. The Spanish were not disposed to do much for the comfort of any of the prisoners at first, but after our army had taken some of their men as prisoners, our treatment was better. Food is scarce in the city, and I was told that we fared better than the Spanish officers."

After his exchange he succeeded in raising and floating the *Maria Teresa*, the *Christobal Colon* and the *Vizcaya*, and then was sent to Manila to raise the Spanish battleships sunk by Admiral Dewey. The accompanying proclamation of President McKinley gives the voice of the nation as to the act of Lieutenant Hobson.

WASHINGTON, June 27, 1898.

To the Congress of the United States —

On the morning of the third of June, 1898, Assistant Naval Constructor Richmond P. Hobson, U. S. N., with a volunteer crew of seven men, in charge of the partially dismantled collier *Merrimac*, entered the fortified harbor of Santiago, Cuba, for the purpose of sinking the collier in the narrowest portion of the channel and thus interposing a serious obstacle to the egress of the Spanish fleet, which had recently entered that harbor.

This enterprise, demanding coolness, judgment and bravery amounting to heroism, was carried into successful execution in the face of a persistent fire from the hostile fleet as well as from the fortifications on shore.

Rear Admiral Sampson, commander-in-chief of our naval force in Cuban waters, in an official report dated "Off Santiago de Cuba, June 3, 1898," and addressed to the Secretary of the Navy, referring to Mr. Hobson's gallant exploit, says :

"As stated in a recent telegram, before coming here, I decided to make the harbor entrance secure against the possibility of egress of the Spanish ships, by obstructing the narrow part of the entrance by sinking a collier at that point.

"Upon calling upon Mr. Hobson for his professional opinion as to a sure method of sinking the ship he manifested a most lively interest in the problem. After several day's consideration he presented a solution which he considered would insure the immediate sinking of the ship when she had reached the desired point in the channel. The plan contemplated a crew of only seven men and Mr. Hobson, who begged that it might be intrusted to him.

"As soon as I reached Santiago and had the collier to work upon, the details were commenced and diligently prosecuted, hoping to complete them in one day, as the moon and tide served best the first night after our arrival. Notwithstanding every effort, the hour of 4 o'clock in the morning arrived, and the preparations were scarcely completed. After a careful inspection of the final preparation, I was forced to relinquish the plan for that morning, as dawn was breaking. Mr. Hobson begged to try it at all hazards.

"This morning proved more propitious, as a prompt start could be made. Nothing could have been more gallantly executed. * * * * A careful inspection of the harbor from this ship showed that the *Merrimac* had been sunk in the channel.

"I cannot myself too earnestly express my appreciation of the conduct of Mr. Hobson and his gallant crew. I venture to say that a more brave and daring thing has not been done since Cushing blew up the *Albatross*."

The members of the crew who were with Mr. Hobson on the memorable occasion have already been rewarded for their services by advancement, which, under the provisions of law and regulation, the Secretary of the Navy was authorized to make, and the nomination to the senate of Naval Cadet Powel who, in a steam launch,

followed the *Merrimac* on her perilous trip, for the purpose of rescuing her force after the sinking of that vessel, to be advanced in rank to the grade of ensign, has been prepared and will be submitted.

Cushing, with whose gallant act in blowing up the ram *Albatross* during the Civil War, Admiral Sampson compares Mr. Hobson's sinking of the *Merrimac*, received the thanks of Congress upon recommendation of the President, by name, and was in consequence, under the provisions of section 1,508 of the revised statutes, advanced one grade, such advancement embracing 56 numbers. The section cited applies, however, to line officers only, and Mr. Hobson, being a member of the staff of the navy, could not, under its provisions, be so advanced.

In considering the question of suitably rewarding Assistant Naval Constructor Hobson for his valiant conduct on the occasion referred to, I have deemed it proper to address this message to you with the recommendation that he receive the thanks of congress and, further, that he be transferred to the line of the navy, and promoted to such position therein as the President, by and with the advice and consent of the senate, may determine.

Mr. Hobson's transfer from the construction corps to the line is fully warranted, he having received the necessary technical training as a graduate of the naval academy, where he stood number one in his class, and such action is recommended,—partly in deference to what is understood to be his own desire, although he being now a prisoner in the hands of the enemy, no direct communication on the subject has been received from him,—and partly for the reason that the abilities displayed by him at Santiago are of such a character as to indicate especial fitness for the duties of the line.

WILLIAM MCKINLEY.

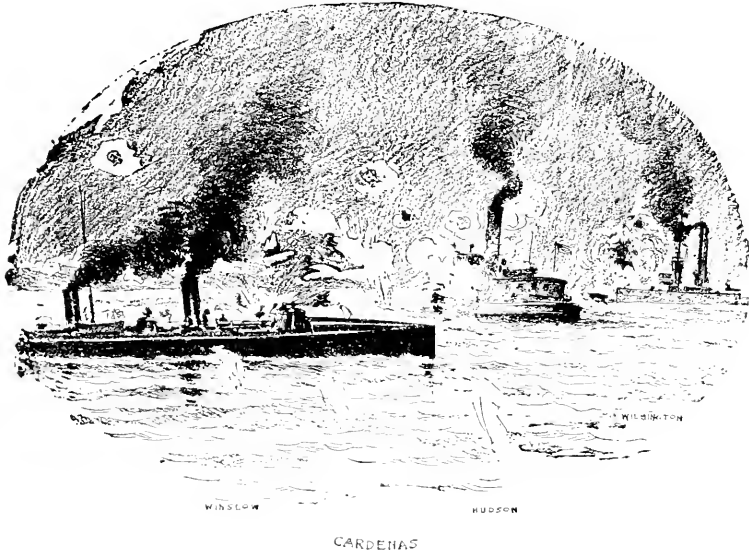
EXECUTIVE MANSION.

JUNE 27, 1898.

LV.

WORTH BAGLEY.

“Nothing will happen to me with such prayers as yours to aid me. I shall have full confidence at all times, in action or wherever I may be, and that alone would keep me ready to do good service. Do not be afraid for me. Everything turns out for the best. You will have to get out of the habit of feeling fear for my safety. Besides you have enough of the Spartan in you, if you wish, to say, ‘With your shield, or on it,’ and that is what you must always say to me.”—*Letter to his mother, dated April 21, 1898.*



Worth Bagley was born in Raleigh, N. C., April 6, 1874. He was the oldest son of the late Major William H. Bagley, a native of Perquimans County, N. C. When the Civil War broke out Major Bagley



Worth Bagley.

volunteered in the first company for the Confederate service that was raised in his county. He rose to the rank of major in the 68th N. C. Regiment, and held that position in the Confederate army when Lee surrendered.

Upon the election of Jonathan Worth as governor of the state in 1865, Major Bagley became private secretary to the governor, and in March, 1866, he was married to the governor's daughter, Adelaide Anne. In 1868 he was chosen clerk of the supreme court of North Carolina, and held the position until his death, February 21, 1886.

Major Bagley was a son of Colonel William H. Bagley, grandson of William Bagley, who fought in the War of 1812, and great-grandson of Thomas Bagley, who served in the Revolutionary War. Ensign Bagley's mother is the youngest living daughter of the late Governor Jonathan Worth and Martitia Daniel. The Worths were originally Quakers, and were among the first of the Friends who came to America, William Worth having emigrated from Devonshire, England, about 1640.

Worth Bagley was a worthy descendant of distinguished ancestors. There was in him the rare blending of the simplicity and directness of his Quaker ancestry and the *bonhomie* and geniality that is characteristic of Southern civilization. Robust and healthy from babyhood he grew in strength and manly grace. He was gentle, courteous, affectionate and deeply religious.

He finished the course in the Centennial Graded School and in 1884 entered the classical school of Morson and Denson, at Raleigh, to prepare for college. He took a high stand there, winning many medals and honors. In all athletic games and sports he displayed surprising skill and strength for his age.

At the close of the session of 1888-'89 he received the highest honors in several of his classes, and was fully prepared to enter the University of North Carolina, but entering a competition examination for appointment to the United States Naval Academy at Annapolis he won the prize in a large class composed of young men who were all his seniors by several years.

The committee who held his examination reported that young Bagley's papers were almost perfect.

He was appointed a cadet by the Hon. Benjamin H. Bunn, and entered the United States Naval Academy in 1889. He had previously given especial attention to the classics and was a fine Latin and Greek scholar, but at Annapolis Latin and Greek are omitted altogether from the curriculum, and mathematics, chemistry and kindred subjects are given pre-eminence, so it was not surprising that he failed to pass the examination in the spring of 1891. He was reappointed, however, by Mr. Bunn, and became a member of the class of 1895, in which he made an excellent record both in scholarship and in athletics.

Detached from the academy in June, 1895, he went on board the receiving ship *Vermont*, whence he was sent to the cruiser *Montgomery*, July 23, and thence to the *Texas*, October 8th. On January 20, 1896, he was assigned to the *Maine*, and on July 20, 1896, was transferred back to the *Texas* where he remained until he returned to Annapolis for his final examination in May, 1897.

He was promoted ensign, July 1, 1897, and assigned to the *Indiana*, whence he was transferred to the *Maine* on August 17th. On November 19, 1897, he was ordered to the Columbian Iron Works, Baltimore, as inspector, in connection with fitting out the torpedo boat *Winslow*.

Of his short career before he went on board the *Winslow* there is little to be said, except that he was a faithful and popular officer. When Lieutenant John B. Bernardou knew that he was to be given command of the *Winslow* he offered Ensign Bagley the position of second in command, which after some hesitation he accepted, entering upon his duties December 28, 1897.

In January, 1898, he was given his first opportunity to show the heroism of his nature. In a raging storm with the assistance of two sailors in a life-boat, he saved the lives of two poor fellows from a scow which was adrift at sea about fifty miles from New York. For this deed the Secretary of the Navy on February 1st wrote a letter of thanks to Lieutenant Bernardou, Ensign Bagley and the other members of the crew.

When the *Maine* was blown up in Havana harbor, his indignation knew no bounds and he was eager for the war with Spain to begin.

On the morning of May 12, 1898, the gun-boats *Machias* and *Wilmington*, the torpedo-boat *Winslow* and the armed revenue cutter *Hudson*, met off the harbor of Cardenas determined to put a stop to the annoyance the spiteful little Spanish boats in the harbor were giving the patrol. The *Wilmington* took the middle position, the *Hudson* the west shore and the *Winslow* the east shore and proceeded into the harbor by an entrance inside Cayo Cupey.

The *Machias* was obliged to remain outside on account of her drawing too much water. The *Wilmington* soon found her draft of ten feet too much for the passage and this left the *Winslow* and *Hudson* to hunt out their game. The *Winslow* darted ahead and soon found herself the target of hidden shore batteries and of the Spanish gun-boats. Lieutenant J. B. Bernardou, the commanding officer of the *Winslow*, was wounded in the thigh, but twisting a handkerchief around his leg he continued fighting. His men never faltered.

At 2.35 p. m., a solid shot crashed through her hull, and knocked out the boiler and disabled the steering gear, then she began to roll and drift helplessly.

It was a moment of awful suspense on the *Winslow*. The brave crew heard the fierce cheer of

triumph from the Spaniards as they witnessed the effect of the iron hail. The next sound was a storm of shot and shell aimed unerringly at the helpless craft. The gun-boat *Hudson* soon came up to the *Winslow* and Lieutenant Frank H. Newcomb, her commander, heard the megaphone message from the *Winslow*, "We are disabled, come and tow us off." Lieutenant Newcomb in this emergency showed himself a hero. He rushed to the rescue, and as the *Hudson* came alongside, threw a line to the *Winslow* but it did not strike the deck which was now a sure target for every gun of the Spanish batteries, and to run into it meant certain death to the unprotected revenue cutter. The next trial of the *Hudson*, which consumed fully twenty minutes, resulted in the line reaching the *Winslow* on whose deck stood Ensign Bagley, second in command, and six men to receive it.

"Heave her, heave her," shouted Bagley, looking toward the commander of the *Hudson*.

"Don't miss it," returned the officer of the *Hudson*, and with a smile young Bagley called back.

"All right, let her come, this is getting too hot for comfort."

The line reached the deck and at the same moment a Spanish shell exploded in the midst of the group. Ensign Bagley and two of the men were instantly killed and three of the crew dropped groaning to the blood-stained deck, two dying within a few hours. Another wild shout of triumph went up from the

Spanish boats and forts. The *Hudson* bravely kept her place by the side of the *Winslow* and the line fastened by the survivors drew taut and broke. It was not till 3.50 p. m. that the *Hudson* again passed the line to the three remaining men on the deck. They made it fast and the *Winslow* was towed out of the range of the Spanish guns with the lifeless bodies of Ensign Bagley, Firemen Deneef and Meek, Oiler Varvaris and Cook Tunnell, five victims.

The *Winslow* had been struck first by a three-inch shell from one of the gun-boats, which ripped through her side and pierced the forward bulkhead; two others struck her on her port side further aft, one of these shots carrying away 125 tubes of one boiler. A shell struck the hood of the forward conning tower; eight others pierced the tower lower down and Quartermaster McEwen described their explosion to be like the voice of thunder. One shell burst the steam pipe and the escaping steam filled the tower. Five of the nine shells burst inside the tower. A torpedo lashed to the port side was struck by a shell and the war head was smashed to bits, some of the pieces penetrating the wet gun-cotton. It was only chance that prevented an explosion that would have destroyed the craft and all on board. A box of one pounder ammunition full of cartridges lay on the deck and a Spanish shell exploded in the box but the ammunition was not disturbed. A shell passed between the legs of Mate Cavanaugh and through the conning tower while he

was working the forward gun to extract a jammed shell and he kept right on as if nothing unusual had happened. A shell hit the starboard about amidship and passed through the coal bunker into the engine room. As it exploded a piece lodged between the piston head and the cylinder and rendered the engine useless. The wheel ropes were carried away early in the action. The *Winslow* carried out of the fight twenty-six scars, every one acquired in her half-hour fight at Cardenas, besides seven dents made by Spanish Mauser bullets fired by riflemen as she ran close in shore.

In Harper's Magazine for December, 1898, Lieutenant Ernest E. Mead, an officer of the revenue cutter service, who was on board the *Hudson* at the rescue of the *Winslow* at Cardenas, thus tells the story of the death of Ensign Bagley and his comrades :

“As we were approaching the *Winslow* on our second attempt to close with her the tragic event which has given this engagement its sad prominence occurred. The officers and crew of the *Winslow* were gathered along her rail waiting to grasp the expected heaving-line. Grouped around the starboard gun were an officer and four men. They stood there, the men, expectant, every nerve taut, waiting to grasp the elusive line, which was their only chance to escape almost certain destruction — the officer, self-contained, smiling, a perfect antidote for nervousness in his calm bearing. The next instant they were gone. A flash, barely visible in the glare of the sun, a report, unnoticed in the noise of battle, a faint puff of vapor, and as it cleared away we realized that five of our comrades in danger had been wounded, killed, destroyed by an enemy's projectile. One poor fellow, falling on the curve of the deck, was slipping overboard when he made a last despairing grasp at a stanchion and held on, calling plaintively for help. A shriek of

horror rose from both crews as his shipmates sprang to his assistance. He never knew of their ready answer to his call. He was dead when they tenderly drew his body back on deck. One cry, a few muttered curses, and the crews hurried to their stations; some to their guns to work them as they had never been worked before, the others to the seemingly hopeless task of saving both vessels."

Young Bagley was the first officer to fall, and the fifth member of his class to die a violent death in the war with Spain. His body was carried to his home in Raleigh, N. C., and the United States Navy was represented by Assistant Naval Constructor Lieutenant Lawrence L. Adams of the Norfolk Navy Yard. His body was laid in state in the rotunda of the State Capitol, and the funeral exercises were held in the presence of ten thousand people on the Capitol grounds in front of the statue of Washington. The procession to the cemetery was seen by fifteen thousand spectators. As the procession moved eleven guns were fired by a battery and eleven more were fired at the grave after which two regiments of state militia fired three volleys. His grave was made near that of his grandfather, Governor Jonathan Worth, of North Carolina, for whom he was named.

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